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INTIMATIONS

BIRTH.

BARKER.—On the 25th April, at Swatow, to Mr. and Mrs. SYDNEY BARKER, a son.

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The Daily Press.

HONGKONG, APRIL 29TH, 1914.

THERE can be but one opinion concerning the terrible outrage committed by pirates near Kiau Island on Monday night, and that is, that far more effective measures must be taken at once to put a stop to such outrages. The present makes the third piracy of this description which has taken place in precisely the same locality within the past twelve months. A strong gang of armed pirates took possession of the *Tai On* and thoroughly looted her at the same spot just twelve months ago; the same place was chosen for the looting of the *Shing-tai*; and now, within a month, we have to record an outrage which surpasses in audacity any of those previously reported; for, thwarted in their attempts to overcome the officers, the pirates deliberately saturated the ship with parafin and set her on fire. Evidently they had calculated on safely escaping from the ship, but the fire spread with such rapidity that they become, so to speak, "hoist with their own petard" and had to take their chance with the rest of the four hundred odd people on board. While it is possible many of them have lost their lives, it is not unlikely that some of them are among the rescued who have been wisely taken to the police station, where, we presume, they will be detained until the police are satisfied that those who are allowed to go to their homes are free from the suspicion of being associated with the piratical gang.

Since the first piracy of the *Tai On* just a year ago, river steamers at Hongkong flying the British flag have been required to make certain structural alterations with a view to affording protection from pirates. Communication between decks was required to be barred by steel grilles, and wheel-houses were protected by grilles and steel casings. On the steamers of the Hongkong, Canton and Macao Steamboat Co. these protective measures cost, we believe, something like $7,500, so that, although on the Chinese-owned boats this work has been far less efficiently done, it can be said that altogether in the past two years the owners of steamboats have been put to very considerable expense in the matter. And what is the use of it all? If a gang of pirates were among a ship's complement of passengers and wanted to get to the bridge deck, the barred gangways would be no barrier: they would come up the staunchions and clamber over the rails. This would present no difficulties to the class of men from whom pirate gangs are recruited. And in the case of the *Tai On* we see what happens when the officers succeed in confining the pirates to the lower decks. They retaliate by burning the ship!

The searching of passengers, as it is done at the present time, is equally ineffective to prevent piratical outrages. We had it in evidence given at the Magistracy less than a week ago, in connection with the piracy of the *Childar*, that one police constable with fifteen Chinese detectives were expected to search the passengers of four river-boats which were leaving at the same time. These four ships between them may carry at the very least about a thousand passengers, and it is manifestly impossible for such a detective staff to search but a fraction of that number. Pirates might easily escape the searchers on the gangway side of a ship by boarding her from sampans or junks on the water side. It is true that the ships also carry a small guard as a further measure of protection, but to search every passenger on these crowded boats, and to search every corner of the ship for arms, would need very much larger forces than are now employed. There are two theories as to how arms are smuggled on board. One is that the smugglers are women, and that they conceal the arms about their persons in the confident expectation of being able to pass the detectives without such a searching of the person as male passengers have usually to undergo. The other theory is that arms are brought on board at points in the Delta where passengers embark with their baggage without any sort of search: that the arms are then concealed on the ship. Thus the pirates in the guise of passengers are able to go ashore at Hongkong and return to the ship just before her departure without the necessity of carrying their weapons with them. Which of these two theories is the correct one must be left to those who can to determine. There are some Chinese steamers which never seem to receive the unpleasant attentions of the pirates, and it would be interesing to know whether it is due to the exercise of more stringent precautions, or whether, as some suppose, these companies make an arrangement with the pirates, just as householders in Canton insure themselves against thefts by paying a subscription to the Thieves' Guild.

Extraordinary crimes require extreme remedies. We have emphasised the fact that three of the most outrageous piracies which have occurred in the neighbourhood of the Colony within the past twelve months have happened in an area which lies beyond the limit of British territorial waters and extends to Wangmun, a distance of, say, seven miles. We would draw special attention to the fact that river-boats going from Wangmun to Kongmoon are escorted by a Chinese gunboat, as are also the river-boats running up the West River from Canton. This has been done, we believe, ever since Admiral MOORE, about five years ago, took the drastic step of policing the waters of the Canton delta by British vessels, and ceasing to do so only when he was satisfied that the Chinese authorities had made proper arrangements for ensuring proper respect for the British flag on the River. The small stretch of sea to which we have referred as the scene of the recent outrageous piracies is left absolutely unguarded, though the neighbouring coast line is known to be infested by pirates. China begins to afford protection to shipping craft at Wangmun, and among shipping men the impression prevails that it was tacitly understood when Admiral MOORE withdrew his patrol from the River that the duty of policing the waters up to Wangmun should be left to the British. We do not know whether there is any basis in fact for this impression, but one thing certain is, that it is a duty which both the British and Chinese naval authorities practically neglect. It is impossible for the British Government to allow this menace to British trade to continue. If the Chinese Government are not prepared to at once provide a naval escort over this stretch of water for ships plying between Hongkong and the West River ports, as they do beyond Wangmun, the precedent created by Admiral MOORE should be followed forthwith by the British Government. We fear there is not much hope of success for such a measure as that suggested by the Hon. Mr. HEWETT at the meeting of the Chamber of Commerce yesterday. It is well-known that the whole district of Heungshan is overrun with pirates, and no detective force that the Hongkong and Canton Governments can provide is likely to effect their extermination. On the other hand, experience in the Delta has shown that the presence of a gunboat inspires the pirates with a wholesome fear of the consequences of indulging their propensities, and this leads us to believe that the only way to ensure respect for the British flag on these river steamers is to provide them with a naval escort on that section of their voyage where they are now left absolutely unprotected, or to at least station a gunboat at Kiau.

Mr. H. Percy Smith left by the German mail steamer *Prinzess Alice* yesterday for Home on holiday.

Mr. W. L. Carter, Manager of The China and Japan Telephone Co., Ltd., has reported to the police that between the 1st January and the 24th inst., anchor cable, valued at $120, was stolen from the beach at Tai Wan, near the cable house.

There were ten cases of small-pox in the Colony last week, eight proving fatal. One was a British case and the rest Chinese, one being an imported case. There were also three fatal cases of enteric fever (all Chinese) and two non-fatal cases of diphtheria, one being a British case and the other American.

According to a recent San Francisco paper, "A wholesale criminal prosecution on the charge of defrauding the United States Government out of millions of dollars by the systematic practice of filing incorrect invoices hangs over the heads of the merchant princes of China-town." It is said that the San Francisco customs have been defrauded of $100,000 gold yearly by means of incorrect invoices.

TIGER SEEN AGAIN AT POKFULUM.

The occupiers of Bisnee Villa, Pokfulum, were awakened early yesterday morning by their Chinese servants who in great excitement reported that the tiger had just been seen outside the gate on the path leading up to the Pokfulum Road. The European occupiers proceeded to the spot where the tiger had been seen, but the animal meanwhile had moved away. Needless to say, the pursuers did all they could to trace the tracks of the animal which were found on the wet ground leading into the brushwood, which is very thick at that spot. When asked to give a description the Chinese reported that the height of the beast is about 45 inches. Stripes? Stripes all right! They added that the tiger was leisurely making his way back into the underbrush when he caught sight of them.

OLD BEDFORDIANS' DINNER IN HONGKONG.

There are now many old Bedfordians in Hongkong, and it was arranged, in order that they should meet and talk over bygone days, that a dinner should be held at the Hongkong Hotel on Saturday evening last. About eighteen "old" members turned up, and spent a very enjoyable evening together. Mr. Justice Gompertz and Major Barrett, 126th Baluchistan Infantry, the two senior members, occupied the President's and Vice-President's chairs respectively. Others present included:—Mr. G. C. Moxon, Lieut. Bradney, D.C.L.I., Lieut. Wiltshire, R.A., Lieut. Bisdee, D.C.L.I., Lieut. Thomas, R.A., Lieut. Thomas, R.M.L.I., Lieut. Thomas, 126th Baluchistan Infantry, Lieut. Pressey, R.E., Lieut. Fordham, R.E., Mr. Murdock, Lieut. Kellie, R.A., Lieut. Smyth, R.A. After dinner the toast of the King was proposed and heartily drunk. The next toast was that of the School, proposed by Mr. Gompertz, who also gave a short account of how successful the school had been in the past and in the present in passing fellows into the Army, Navy, Civil Service, etc. He next touched upon the successes the school had gained in the sports line, in football, in cricket and in rowing. Major Barrett replied and gave some amusing anecdotes. The toast of "The Masters of the School" was next proposed by Mr. Moxon, who dwelt upon the success of the old school as being due in large measure to the active interest taken by the masters. Later in the evening songs were sung, after which the company broke up, but to meet again together next year and in future years, and so make the Old Bedfordians' dinner an annual institution.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AFFAIRS IN ULSTER.

"GRAVE AND UNPRECEDENTED OUTRAGE."

A STEAMER DETAINED.

LONDON, April 28th.

In the House of Commons to-day some ninety questions regarding Ulster were asked and answered practically in silence, the position being regarded as too grave for a continuance of the recent angry retorts.

Sir Edward Carson and Captain Craig sat on the Opposition Benches.

Mr. Asquith, replying to Mr. Lough, said:—"In view of this grave and unprecedented outrage, the House may rest assured that the Government will take, without delay, the proper steps to vindicate the authority of the law, to protect the officers and servants of the King—(Loud cheers)—and His Majesty's subjects in the exercise of their duties and the enjoyments of their legal rights."

Mr. Asquith was given an audience late in the afternoon by His Majesty the King, after which a full meeting of the Cabinet was held.

Mr. Birrell has interviewed the Viceroy of Ireland (the Earl of Aberdeen).

NO INSTRUCTIONS YET TO MOVE TROOPS.

In the House of Lords, Lord Grewe informed Lord Lansdowne that there had been no instruction to move troops in Ireland. He could say nothing as to whether movements were contemplated.

RENEWED ACTIVITY.

Last night there was renewed activity in Ulster. Between Bangor and Newton fifty motor cars were transporting rifles and ammunition, and special Volunteer patrols worked unimpeded, the police expecting warrants which did not arrive.

Mr. Asquith, Mr. Churchill and Sir John Simon have conferred at Downing Street.

Up to the present there have been no movement of troops to Ireland.

The Volunteers are watching the police in case any attempt is made to seize arms.

The Ulster Volunteers have opened a fund for the family of the dead coast-guard.

A STEAMER DETAINED.

A message from Larne states that the steamer *Roma* has been detained at Ayr on a charge of illegal carriage of arms. It is alleged that the *Roma* was about to sail for Ayr on Friday night, when she was seized by the Ulster Volunteers employed in taking arms from a gun-runner bound for Belfast. The crew were powerless.

WATCHING THE MOVEMENTS OF MOTOR CARS.

Everything was quiet in Londonderry yesterday, and apparently the police had no special orders except to closely watch the movements of motor cars. Motorists on pleasure had their numbers taken at every barracks in Donegal.

THE BELFAST POLICE COMMAND.

General Macready, Director of Personal Services at the War Office, has taken over the command of the police in the Belfast district.

WARSHIPS AT LARNE AND LAMLASH.

Five warships arrived at Larne yesterday, and played searchlights on the town, and on the entrance to Belfast Lough.

The *Daily News* states that the Ulster police have been reinforced, and have been ordered to search motor-cars, and to arrest the occupants if any arms are found.

The *Daily Mail states* that six dreadnoughts, including the *Collingwood*, with the Prince of Wales, on board, arrived at Lamlash yesterday.

LORD ROBERTS AND SIR EDWARD CARSON.

The *Daily Telegraph* says that Lord Roberts visited Sir Edward Carson yesterday, and that they have been seeing each other fairly frequently of late.

HOME TURF.

THE TETRARCH NOT TO RUN IN THE GUINEAS.

LONDON, April 28th.

The newspapers announce, with apparent authority, that The Tetrarch will not compete in the race for the Two Thousand Guineas which is to be run at Newmarket on the 29th inst. (to-day.)

LATER.

Mr. Persse, the trainer of The Tetrarch states that the horse is a non-starter for the Two Thousand Guineas.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE MEXICO CRISIS.

AMERICAN CONSUL IMPRISONED.

LONDON, April 28th.

Mr. Hanna, the American Consul-General at Monterey, reports that on the 21st inst. the Federal troops beseiged the Consulate, and demanded the lowering of the United States flag. Next day they broke in and searched the Consulate, and took Mr. Hanna through the streets, followed by a mob, to the penitentiary. From thence he was taken to the Palace, wehre he was court-martialled and imprisoned on a charge of sympathising with the rebels. On the 24th inst. the rebels captured the city and released Mr. Hanna.

The report has incensed President Wilson and Mr. Bryan.

Admiral Fletcher has ordered all non-combatant Americans to leave Vera Cruz.

Anti-American demonstrations continue in various Mexican towns on the frontier.

A train flying the British flag and bearing Commander Tweedie of H.M.S. *Essex*, with despatches from Rear-Admiral Cradock for Sir Lionel Carden, has left Vera Cruz for Mexico City.

WASHINGTON, April 28th.

It is announced that President Huerta has accepted the offer of the South American Republics for mediation.

Arrangements have been completed for all Americans to leave Mexico City.

LAREDO, April 28th.

The Federal troops who evacuated Nuevo Laredo on Friday, afterwards entered Texas. American troops drove them back, killing 10 and wounding 20. The Americans sustained no loss. The Constitutionalists have occupied Nuevo Laredo.

BERLIN, April 28th.

England, France and Germany have urged President Huerta to comply with the United States demand.

WASHINGTON, April 28th.

Mr. Bryan has granted the Japanese Ambassador permission for Japanese desiring to leave Mexico to find a temporary refuge in the United States. A suspension of the immigration laws will be necessary to this end.

HUERTA ACCEPTS MEDIATION.

WASHINGTON, April 27th.

The Mexican Foreign Minister has cabled to the Spanish Ambassador an official acceptance of the offer of mediation.

PARLIAMENTARY NEWS.

PLURAL VOTING AND ARMY ANNUAL BILLS PASS SECOND READING.

LONDON, April 28th.

The House of Lords has passed the second reading of the Army Annual Bill.

The Plural Voting Bill passed the second reading in the House of Commons by 324 votes to 247.

Owing to the exigences of the political situation the Budget has been postponed until May 4th.

ANOTHER SUFFRAGETTE OUTRAGE!

LONDON, April 27th.

The Bath Hotel at Felixstowe has been gutted, suffragettes being suspected as the cause.

AFFAIRS IN ALBANIA.

ATHENS, April 28th.

The Greek troops have completely evacuated the northern portion of Epirus.

OBITUARY.

LONDON, April 28th.

The death is announced of Sir George Doughty, Unionist M.P. for Great Grimsby.

[The deceased was a prominent merchant and shipowner, and was twice Mayor of Grimsby.]

The death is also announced of Mr. William Edwin Harvey M.P. (Lib. Lab.) for the N.E. division of Derby since 1907.

WIRELESS COURTSHIP ENDS IN MARRIAGE.

Dr. Mawson, the Antarctic explorer, was married yesterday to Miss Delprat, the daughter of a mine owner, whom he wooed by "wireless" while in the Antarctic.

HUGE KEROSINE TANK AFIRE AT LAI-CHI-KOK.

One of the huge oil tanks at the Standard Oil Company's depot at Lai-chi-kok caught fire in some mysterious way yesterday afternoon, shortly after 3 o'clock, and will involve the loss of nearly a million gallons of kerosine. One of the Company's European employees happened to be quite near the tank, which contained nearly 1,500,000 gallons, when he heard a dull boom, and on looking around saw that the roof of the tank, made of steel plates, had fallen in, owing, it is believed, to the collapse of a stay inside the tank. The kerosine took fire by some means which has not yet been explained, and enormous flames leapt up into the sky. The alarm was at once given, and two fire-floats were immediately despatched to the scene.

The only course open to the Fire Brigade was to prevent the great flames from reaching the adjoining tanks, of which there were three, and buildings containing naphtha. A large contingent of Indian soldiers were sent for, and rendered invaluable assistance in pouring water on buildings near the fire, for the purpose of keeping their temperature normal. Oil was pumped from the bottom of the burning tank into another large receptacle, and the temperature of this was taken at intervals. Happily, the wind took the flames and enormous volumes of dense smoke away from the other tanks in the direction of the sea, and as long as the wind not change the safety of the other tanks is regarded as assured. The heat was terrific, and the top of the thick steel walls of the tanks became red hot and were then twisted out of shape.

Indian soldiers were ordered to remove 14,000 tins of naphtha from a red-brick building within a comparatively short distance of the fire, as in the unlikely event of the tank walls collapsing, the oil would pour out and create an immense conflagration, most probably involving this and other surrounding erections. It is thought that the fire will last for at least 24 hours.

At an early hour this morning huge tongues of flame were illuminating the sky.

THE PLAGUE EPIDEMIC.

There were no fewer than 193 cases of plague reported in the Colony last week—118 in the City of Victoria and 75 in districts other than the city. The victims included:—2 Malays, 5 Japanese, 2 Indians, 1 British and the rest were Chinese. The deaths from plague during the week numbered 151. The total number of cases reported since the beginning of the year was 810 up to Saturday last—4 being European cases, 785 Chinese, and 21 other Asiatics. The deaths totalled 726, of which number 712 were Chinese and 14 other Asiatics. The European cases were not fatal. Tsim-tsa-tsui, Hunghom, Stanley and Aberdeen were the only districts free of plague last week, but only one case was reported from Tai-kok-tsui. Yaumati figures as the worst district, having 41 cases and 27 deaths.

ROYAL HONGKONG YACHT CLUB.

The Royal Hongkong Yacht Club will hold a "Ladies' Day" on Saturday next, the chief item being a race for two prizes presented by H.E. the Governor for yachts of the handicap and one-design classes, steered by ladies. The race will start from the Club House at 2.45 p.m. There will also be a Cruiser Race for two prizes presented, starting at 2.30 p.m.

The course for the Ladies' Race will be Channel Rock (S), Lyeemun Beacon (S), Kowloon Rock (P); and for the Cruiser Race, Lyeemun Beacon (S), Cust Rocks Buoy (P), Channel Rocks (S).

COUNSEL'S "FATHER-IN-LAW."

In an appeal in London recently both of the Scottish Law Officers of the Crown were engaged; Lord Shaw was one of the Judges, and his son, the Hon. Alex. Shaw, addressed the Court for the appellant.

Lord Shaw greeted his son with a smile when he rose to follow the Lord Advocate. But there once was a more piquant case in which the late Robert Wallace, K.C., his son's junior at the English Bar, had to address the latter (also engaged in an appeal case) as "my learned senior."

3,500,000 EGGS.

CHINESE FOWLS ESTABLISH RECORD.

The Canadian Pacific Railway headquarters in Montreal have been notified that the steamship *Asia*, bound from China, has arrived at Vancouver, containing 3,500,000 Chinese eggs. These are in the shell and not in barrels as heretofore, and are consigned to different parts of Canada and the United States.

This is the largest shipment of eggs in the shell that has been received from China, and it is expected that from now on the price of eggs on this continent will be materially affected by the crop laid by the Chinese fowl. So far, eggs have been shipped broken in barrels, but the shipment of eggs unbroken in the shell is a comparaively new departure.—*Canadian Mail.*

ANOTHER PIRACY ON THE "TAI ON."

STEAMER SATURATED WITH KEROSENE AND BURNT BY PIRATES.

ABOUT TWO HUNDRED LIVES LOST.

We have had in recent years to record many piratical outrages on river-steamers plying between Hongkong and the West River ports, but the outrage on the *Tai On*, of which news reached the Colony early yesterday morning, is one of the most audacious in the record.

It appears that the Tai On cleared on Monday night at her usual time, 7 o'clock, for Kongmoon, carrying a general cargo, 363 passengers and a crew of about 40, the officers being Captain Wetherell, Chief Officer Evans and Chief Engineer T. D. McCartney (the latter was on the *Tai On* when the ship was pirated in the same locality some 12 months ago). Nothing untoward happened until nearly 10 o'clock, the steamer being then off Kai Au, when a number of pirates among the passengers made their presence known. Armed with Mausers, they threatened the terrified passengers, but must have found considerable difficulty in covering the whole of them. There was a commotion, which awakened the "skipper," who was in his cabin. Instantly the suspicion that pirates were aboard entered his mind, and his action was as quick as his thought. He rushed to the bridge, seized a "duck-shot" gun, and was in time to see the first pirate attempt to clamber on to the bridge. He fired at him at once, and the robber received the full charge in the stomach. The other two European officers were on the bridge, and augmented by two Portuguese guards, they offered a determined and ultimately successful resistance to the pirates' attack. For a brief while there was a veritable battle, the officers and Portuguese guards sniping away with deadly effect and they ultimately drove the pirates from the bridge deck, leaving several dead and wounded.

Some of the pirates had actually got on the bridge, and the Chief Engineer had an extremely narrow escape. A pirate had him by the throat, and was trying to strangle him, when Captain Wetherell came to the rescue, and shot the would-be murderer. Some of his duck-shot lodged in the Chief Engineer's hips. When the pirates retired to the lower decks, they stopped the engines, plunged the ship in darkness by cutting off the electric light, and then put the steering gear out of order. They then hazarded their own lives and those of the remainder on board by breaking open some tins of kerosine among the cargo, saturating the deck with the oil and setting fire to the ship fore and aft. By some it is believed that this was done with the object of cowing the Captain and his gallant band to submission; by others, it is suggested that they fired the ship in a diabolical fit of frenzy and anger at being baulked. In any case, they failed to take cognisance of the probability of the ship burning so fiercely as to prevent all possibility of any person on board—including themselves, of course—from escaping by the boats. The fire spread so rapidly that within a few minutes she was alight from stem to stern, and among the first objects to be destroyed were the boats. Many of the Chinese passengers and crew leapt overboard and swam about in the muddy water, others hung over the side of the vessel, and many more must have succumbed either from drowning or from burns. The distress signal was hoisted, rockets sent up into the darkness of the night, and the steamer's whistles blown.

At about 10.20 p.m. the master of the *Shun Lee*, Captain John Somerville, observed the rockets sent up from the *Tai On*, and heard the ill-fated steamer's whistles. He immediately steered his vessel toward her. On getting up to her he slowed his engines, and dropped anchor in 12ft. of water, about four cables from the *Tai On*. He then observed a fork of flame at one end of the steamer, and with a shock realised that she was afire. He promptly ordered three boats of the *Shun Lee* out, and all hands in readiness to assist in rescue work. At about 11.30 p.m. the three boats pulled away to the burning ship, and from that time up till 4 o'clock yesterday morning they were plying to and fro, picking up people from the water.

The *Shiu On*, *Hoi Sang*, and *Wo Kwai* also observed the signals of the *Tai On*, and drew as near as possible. Boats were sent out from these steamers also. Spectators of the scene describe it as one never to be forgotten. The flames brought the *Tai On* out into strong relief, and the spectacle was terrifying. The cries and screams of women and children struggling in the water made the night hideous, and this night of horrors will live for ever in the memory of those who participated. The Captain and Chief Engineer were the last to leave the *Tai On*, thus adhering to the high traditions of British seamanship. Hope for the ship had long been abandoned and there was no other alternative than to forsake the vessel. Both jumped overboard, and the Chief Engineer was picked up by the *Shiu On*, which also rescued 32 others. Captain Wetherell was picked up by the *Wo Kwai*, and transferred to the *Hoi Sang*, the First Officer of which (Mr. Gough) also saved several others in a ship's boat. The Chief Officer of the *Tai On*, who had dropped overboard about a quarter of an hour before the Captain, has not since been seen, and grave fears are entertained as to his fate. The *Shun Lee* conveyed about 120 survivors to Hongkong yesterday morning. Both the *Shui On* and the *Shun Lee* stood by through the night, and until no further useful service could be rendered.

The *Hoi Sang* was the first to arrive with the tidings early yesterday morning.

WHERE WERE THE POLICE?

As the vessel entered Capsuimun she let off rockets and kept continually whistling. Eight bombs were also exploded, but we are informed that it was two hours before the police came to the ship, and it was not till several hours later that a torpedo-boat was dispatched to the scene with the Superintendent of Police and a large escort on board.

Altogether just over 160 were brought down to Hongkong, and the police suspect that some of these are pirates. The firing of the vessel placed them in the same plight as the passengers, and they had no means of escaping.

All the survivors brought down have been detained, pending enquiries. Seven were sent to hospital suffering either from bullet wounds or burns. The Chief Engineer was also sent to hospital.

BRAVERY OF THE CAPTAIN.

Our representative interviewed Captain Wetherell early yesterday morning. He was obviously a bit unnerved by his experience, but excepting that his hair had been badly burnt, and that there were significant powder marks on his hands, he was little the worse for the encounter and his subsequent nerve-wracking experience. He told his tale simply and modestly. He is not the man to respond to an invitation to give a "descriptive" story. He said that the spot where the pirates made their attack was just where the *Tai On* was pirated about twelve months ago, and where the *Shing Tai* was held-up only a month ago. He could not make an estimate of the number of pirates aboard. His statement bore out the account of the affair given above, and when a reference was made to the services of the Portuguese guard he praised them highly and said it is to them that the European officers largely owe the preservation of their lives.

From other sources we learn that the skipper is much too modest in speaking of the part he played in the affair. He really distinguished himself by his gallantry, and the Chief Engineer, for one, certainly owes his life to him. Captain Wetherell remained on his ship to the last. The Chief Officer had jumped overboard with an oar a quarter of an hour before the Captain dropped into the water. He and the Chief Engineer did all they could to get the passengers to leave the ship, and when it was no longer possible to stand on the ship they hung over the side clutching to the open port holes, shouting counsel to the terrified passengers. The Chief Engineer finally had to let go, as his hands were being scorched, and Captain Wetherell bade him "good-bye," in doubt whether they would ever see one another again. The Captain still managed to hold on for some time and finally had to let go himself. He was picked up by one of the *Kwong Wai's* boats and brought on to Hongkong by the *Hoi Sang* whither the steamer proceeded with all possible speed to give notice to the authorities.

The ship usually carries four Portuguese guards, but on this trip only two were on board. One, named Dies, was formerly a soldier at Macao, and the other, named L. J. da Silva, is a married man, with a family residing in Hongkong. Both are reported missing.

Captain Somerville, seen by a representative of the *Daily Press*, told how on Monday night he saw the *Lintau* pass along and heard someone on board shout "*Tai On* ashore." He, of course, immediately went to the assistance of the vessel, but did not know until he had actually anchored four cables distant that she was afire.

"I turned out every man-jack who knew how to manage a boat," he said, "and the boats wer fishing around until 4.10 a.m., when the cries had all ceased and no more people were to be seen."

The Harbourmaster (Commander Basil Taylor, R.N.) went out in the Government launch *Stanley*, with the intention of towing the hull of the ship back to Hongkong, but we are informed that what remains of the vessel is under water.

Our representative failed to elicit any information concerning the nature or value of the *Tai On's* cargo from the office, while a question as to whether the vessel was insured met with the reply that "they did not know."

The *Tai On* is a vessel of 468 tons register, owned by the Kwong On Steamship Company, whose offices are in Des Vœux Road. She flew the British flag.

The vessel was fitted with steel plates and grills at either side of the bridge, thus preventing approach from the top deck, and the barbed wire entanglements also proved of great use, through the difficulty they presented to the pirates in getting on to the bridge.

THE POLICE REPORT.

At 11 a.m. yesterday our representative was informed at the Central Police Station that 168 persons had been brought from the scene of the piracy to Hongkong, and that these are being detained. According to the police report the *Tai On* left Hongkong at 7 o'clock on Monday evening, having 360 passengers on board. About 10 p.m., the ship was at Kai Au, near Macao. At this time the Captain was in his cabin, when he suddenly heard a noise as of many people rushing, which was quickly followed by revolver shots. The Captain dashed out of his cabin and found that pirates were swarming about the ship. Owing to the stand made by the Portuguese guard the pirates had been unable to reach the bridge. This had been surrounded with barbed wire, and from within this the officers put up a fight which lasted for the best part of an hour. During the fight the Chief Engineer was wounded, and up to that morning the mate had not been found. Failing to obtain possession of the bridge or command of the upper part of the vessel the pirates thereupon took command of the lower portion, engine-room, etc. Finding they were foiled in their attempt to secure loot the pirates became enraged. They damaged the machinery, shut off the electric light, and then set fire to the ship, using inflammable cargo for the purpose. The Captain fired off rockets and blue lights which attracted the *Hoi Sang*. The *Tai On* burned very quickly, and the passengers and crew, along with some of the pirates who were on board, were compelled to jump into the water, as many as possible being rescued by the crew of the *Hoi Sang*. The Captain was in the water for half an hour before he was eventually picked up by the *Hoi Sang*, during which time passengers and pirates were struggling together in the water. Soon afterwards the *Tai On* had burned down to the water-line, though there were many passengers and pirates still on board, and she drifted aground at Kai Au. The *Kwong Wai* also steamed up to the scene and assisted in the work of rescue, transferring the rescued people to the *Hoi Sang*, which eventually brought them to Hongkong. Other boats which rendered assistance were the *Shun Lee* and *Hoi On*, these two standing by from midnight until 4.30 a.m. More rescues were made and the two boats eventually came on to Hongkong. When the *Hoi Sang* arrived in Hongkong waters she sent up police signals. The police boarded the boat and took charge of the 168 passengers. Seven or eight of these were wounded, and were taken to hospital. The others have been detained, as many of them are members of the pirate gang.

HONGKONG CHAMBER OF COMMERCE.

ANNUAL GENERAL MEETING.

CHAIRMAN'S INTERESTING REVIEW.

The annual general meeting of the Hongkong General Chamber of Commerce was held in the old Chamber of Commerce Room at the City Hall last evening. The Hon. Mr. E. A. Hewitt, C.M.G., presided, and the firms represented, along with their representatives, were as follow:—Hongkong and Shanghai Banking Corporation (Mr. N. J. Stabb); Butterfield & Swire (Mr. G. T. M. Edkins); Shewan, Tomes & Co. (Mr. J. A. Young); Toyo Kisen Kaisha (Mr. N. Morimoto); E. D. Sassoon & Co. (Hon. Mr. E. Shellim); Vacuum Oil Co. (Mr. W. A. Dowley); Union Insurance Society of Canton (Mr. C. P. H. Hay); Gibb, Livingston & Co. (Mr. J. W. C. Bonnar); Hongkong Electric Co. (Mr. F. Graham); Alex. Ross & Co. (Mr. A. S. D. Cousland) E. D. Sassoon & Co. (Mr. C. S. Gubbay); British American Tobacco Co. (Mr. R. D. Harvey); Standard Oil Co. (Mr. J. W. Bolles); Siemssen & Co. (Mr. H. A. Siebs); Arnold, Karberg (Mr. F. Lieb); Gilman & Co. (Mr. W. L. Pattenden); Bradley & Co. (Messrs. J. A. Plummer and F. Bevington); J. B. Alves & Co. (Mr. J. B. Alves); China & Japan Telephone Co. (Mr. W. L. Carter); Jorge & Co. (Mr. C. V. Jorge); W. R. Loxley & Co. (Mr. W. Beattie); Messageries Maritimes Cie (Mr. P. Thomas); Carl Bodiker & Co. (Mr. F. Esrome); along with the Secretary, Mr. E. A. M. Williams.

The Secretary read the notice convening the meeting, after which the minutes of the previous annual general meeting were confirmed.

The CHAIRMAN said:—The report being now in your hands for some time, I will with your permission take it as read. I will now briefly refer to the more important matters dealt with, taking them in the order in which they appear, before proposing the passing of the report.

IRREGULARITY OF THE SIBERIAN MAILS.

I regret to have to again refer to the irregular manner in which the Siberian Mails are delivered here. It is not very easy to say where the blame lies, but we believe that our Government and the other Powers concerned are equally anxious to see this service improved, and that before long this cause for complaint will be removed.

BRITISH TRADE INTERESTS IN CHINA.

It is satisfactory to note that the London Chamber of Commerce, realizing the great importance of our trading interests in China, have recently created a Far Eastern section under the Chairmanship of our friend, Mr. Keswick. We feel sure that this will prove a valuable asset in our business relations with China. Under existing conditions, and with increasingly keen competition among all nations for a share in the Far Eastern trade, it is imperative that everything possible should be done to encourage and assist our own nationals in securing a fair share of what is offering. It is a cause for regret that even now, after all these years of urging on the part of the business community, our own Government still hangs back and does not give that whole-hearted support to their nationals that is so readily accorded by their respective Governments to our competitors.

THE HARBOUR DEPARTMENT.

You will notice that a question has arisen as to alleged interference of unlicensed steam launches with the legitimate trade of licensed vessels. The proposed change was very strongly objected to by the Committee; the supposed "interference" being based on an entirely erroneous view of the situation. We trust we shall hear no more of this, but I feel compelled to refer to the matter, as this is yet one more instance of the constant attempts on the part of the present Harbour Department to interfere with, and dictate to, the shipping as to the manner in which their business is to be conducted.

INTERNATIONAL ARBITRATION.

You will see some very interesting correspondence is published under the heading of "International Arbitration," and I am sure we are all agreed that every effort should be made to encourage arbitration in its widest sense, not only between individual disputants, but also between the different nations.

THE WIRELESS TELEGRAPH QUESTION.

I now come to a most important matter, viz., the urgent need for the erection of a suitable commercial wireless station in Hongkong. It cannot but be considered a scandal that after three years' agitation we are still without such a valuable aid to our shipping commerce in these seas. It is only quite recently that a statement was made in the House of Commons that the Government were doing all possible to improve the means of safety of life at sea, and here, in the second biggest shipping port in the World, we have been put off month after month, and year after year, and even yet are still unable to ascertain when this blot upon our Colonial Government will be removed. We see all round us our friends spending large sums in setting up stations, to many of which we are indebted, and have been for some considerable time past, for information as to the movements of our vessels at sea, while we ourselves are unable to communicate with the ships, except it may be through the courtesy of some other merchant vessel which happens to be in port at the moment. Until a few days ago the latest information officially received from the Hongkong Government on this important matter was dated so long ago as the 15th September (7½ months ago), when the Colonial Secretary, in replying to our complaint that 2½ years had then already passed, during which the Chamber had been pressing for a speedy erection of a wireless station, and as yet without any tangible result, stated that, "it is reasonable to suppose that there will be no great delay in carrying out the work." This, taken in conjunction with the dates already given, is, I think, in itself, a better commentary on the situation than anything I can say. I am in a position to state that the Hongkong Government has done all in its power to press the matter; the blame rests with those at Home. I think I am justified in adding that no third class shipping port in Great Britain would receive such treatment. The people there, whose lives or property are risked, have Parliamentary votes, and therefore are in a position to force attention to their needs, which we unhappily do not possess. During the past few days a letter has been received from the Government reading as follows:—"I am directed to inform you that steps are now being taken to design the building for the reception of the plant for the radio-telegraphic station at Cape D'Aguilar." This is, of course, a step in the right direction, but as only part of the plans have been received and no details are yet to hand as to the shipment of the equipment, it will probably be the end of the year, certainly after the approaching typhoon season has passed, before we see this proposed station completed and in full working order.

TRADE CONDITIONS.

With regard to trade generally throughout the year under review, this may, I think, be described as fair, a not at all satisfactory condition of affairs in view of the size of China, her varied resources, and her enormous population of industrious and business-like people. The disturbances which have, and unhappily still are, constantly breaking out in one or other part of the country, show that matters are still very far from what they should be, and give cause for considerable anxiety as to the future. Many districts are given over to brigandage, while, as we have only too good reason to know, piracy is again becoming a serious hindrance to trade, resulting in loss of life and property, and unless energetically and effectively dealt with may lead to serious complications. Want of money and want of a sufficient number of capable and trained officials is largely responsible for this state of affairs, and while in time these will no doubt be forthcoming, this, of course, is largely a question of time, and meanwhile the country suffers. We believe that the Treaty Powers are honestly endeavouring to help China towards the goal for which she is working, and we regret therefore that we still have individual cases to complain of want of good faith on the part of certain high local officials towards "foreigners," and of a continuance of their old policy of indifference to, and disregard of, treaty obligations.

CURRENCY PROBLEMS.

I must now make brief reference to two other matters of considerable importance to the trade of this Colony. The first is our subsidiary coinage. As you are aware, this coinage was drawn to a heavy and steadily increasing discount, owing to the importation of large quantities of Chinese subsidiary coin, in consequence of which many of our local Companies suffered severely. The recent action of the Hongkong Government in prohibiting the circulation in the Colony of alien subsidiary coins was a wise and necessary measure which will gradually bring about the desired object, *i.e.*, attaining a more or less stationary value in the neighbourhood of par for this coinage. I may mention that the legislation dealing with the matter was based on broad lines, and should not interfere with the Chinese local trade which is largely financed in Chinese small coin, as the Government, while prohibiting the actual circulation, have not prohibited the importation of these coins, and they can therefore be dealt with through the medium of recognised Chinese banks and exchange shops. The second matter is one of very much greater importance. I refer to the question of the Canton note issue. The steady depreciation in the value of these notes (at present they are quoted at something like 60 per cent. discount) has become a most serious matter and is having a very disastrous effect on the trade of South China. In fact, all import business is practically at a standstill for the time being. Rumour puts the outstanding circulation of Canton notes at some $30 to $35 millions, and until decisive steps are taken to rehabilitate the issue, trade must suffer. I understand this matter is engaging the serious attention of the Central Government, and that there is some prospect of its being dealt with in the near future. I would strongly recommend urgency in dealing with the question, as I am convinced it would be far cheaper for the Central Government of China to take steps to have the discredited Canton notes issued replaced by an issue based on sound lines, which would establish confidence, rather than let the present unsatisfactory situation continue with all its contingent dangers to both peace and trade. In my address last year I referred to the effect the opening of the Panama Canal would have in our Colony, and to the possibility of it being found necessary to consider the question of dredging the harbour. I have nothing further to add on this point, as we can only now wait and see if this new route is likely to result in larger and deeper draught vessels visiting our port. You are, I presume, all aware that in this connection another point has arisen, viz., as to whether we may not run the risk of adding yellow fever to the other ills to which we, who are resident in this part of the globe, are heir to. It is satisfactory to know that the Government is keenly alive to the possibility of such a danger, and has already commenced an investigation as to whether the yellow fever-bearing mosquito is a fellow resident of ours. We sincerely trust not. This question brings me to another matter which requires prompt attention. In my address at our annual meeting held on 24th February, 1908, I referred to the need of a permanent quarantine station, and in support of my argument instanced the case of a steamer arriving here with a number of coolies on board, among whom an outbreak of cholera had taken place. There then being no permanent quarantine station on shore, where so large a number of people could be accommodated, the suspects were placed on junks and treated as best might be under the circumstances. I personally represented the matter to the then Governor, and ultimately it was decided to purchase the Lai-chi-kok coolie station, which made an ideal quarantine station, where suspects could be segregated and the sick properly cared for. It is, of course, understood that, happily, the need for such a station does not frequently arise, but

(*Continued on page 5.*)

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, special business matter* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

P.O. Box, 33. Telephone No. 18.
Telegraphic Address: "PRESS."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

THE YANGTSZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND at the Rate of TWENTY-FIVE per Cent., being FIFTEEN DOLLARS per Share, on the Paid-up Capital of the above Association has been Declared Payable, in Taels at Exchange 73, at the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA or the HONGKONG AND SHANGHAI BANKING CORPORATION, Shanghai, on and after This Date, to Shareholders of Record on the 18th April, 1914.

By Order of the Board of Directors,
(Signed) W. S. JACKSON,
Secretary.

Shanghai, 25th April, 1914. [625

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfer or in exchange for Sterling Bills drawn at 10 days or 3 months' sight on the Lords Commissioners of HIS MAJESTY'S TREASURY, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. TO-DAY (WEDNESDAY), the 29th April, 1914.

The Tenders to state the total amount (in Pounds Sterling) and whether for Telegraphic Transfer or for Bills at 10 days, or 3 months' sight, and in the case of Bills the amount for which each Bill should be drawn. No Telegraphic Transfer will be made or Bill issued for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, etc."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons Tendering for (Bills) are hereby notified that having regard to the provisions of the Acts 22 George III Cap. 45 and 41, George III Cap. 52 the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

The provisions in question do not apply to Contracts entered into by an incorporated trading Company in its corporate capacity and made for the general benefit of the Company.

J. O'HARA, Colonel, A.P.D.,
Treasury Chest Officer.

His Majesty's Treasury Office,
Hongkong, 28th April, 1914. [626

AMERICAN AND MANCHURIAN LINE.
(ELLERMAN AND BUCKNALL STEAMSHIP CO., LTD.)

THE Steamship

"KIOTO,"

Captain Smith, will be despatched from Hongkong on the 25th May, for

BOSTON AND NEW YORK

(With liberty to call at the Malabar Coast).

For freight and further particulars, apply to—

THE BANK LINE, LTD.,
Agents.

Hongkong, 29th April, 1914. [627

NOTICE TO CONSIGNEES.

THE Steamship

"FELICIANA,"

FROM HAMBURG, ANTWERP, &c.,
Chartered by the Rickmers Linie.

Captain H. Coffin, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 30th inst., at 9.30 A.M.

No Fire Insurance will be effected by us in any case whatever.

FERD. BORNEMANN & Co.

Hongkong, 28th April, 1914. [628

NOTICE TO CONSIGNEES.

P.M. S.S. "KOREA."
FROM SAN FRANCISCO AND JAPAN PORTS.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for countersignature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignee's risk and expense.

Cargo remaining on board FRIDAY, 1st May, at NOON, will be landed at Consignees' risk and expense.

Cargo remaining undelivered MONDAY, 4th May, at 5 P.M., will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo will be examined at the above Company's Godown MONDAY, 4th May, at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 28th May, otherwise they will not be recognized.

R. C. MORTON,
Agent.

Hongkong, 28th April, 1914. [32

INTIMATIONS

THE ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG.

NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the ASSOCIATION OF EXPORTERS AND DEALERS OF HONGKONG will be held TO-DAY (WEDNESDAY), the 29th April, 1914, at 4 o'clock P.M., precisely, in the OLD CHAMBER OF COMMERCE ROOM, (CITY HALL), for the following purposes:—

(1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1913.
(2) To elect a new Committee.
(3) To transact any General Business.

By Order,

E. A. M. WILLIAMS,
Secretary

Hongkong, 16th April, 1914. [575

G. R.

NOTICE.

CITY AND HILL DISTRICT WATER WORKS.

IT IS HEREBY NOTIFIED that in consequence of the existing shortage of water, the supply from the Mains to houses in the Rider Main Districts will be discontinued during the night of TUESDAY, the 28th inst., until further Notice.

A Supply of Water will be available from the Public Fountains in the Streets from the morning of WEDNESDAY, the 29th inst.

A. F. CHURCHILL,
Director of Public Works.

Public Works Office,
Hongkong, 27th April, 1914. [622

ISAAC HAROLD ROBERTS,
Deceased.

NOTICE IS HEREBY GIVEN that all Persons having Claims against the Estate of the above-named deceased, who died at Macao on December 13, 1913, are hereby required to send particulars of such Claims to the Undersigned on or before May 27, 1914, after which date the assets will be distributed having regard only to Claims of which Notice shall have then been given, AND NOTICE is hereby given that all Persons indebted to the said Estate are required to make immediate payment to the Undersigned.

J. W. O. DAVIDSON,
Registrar.

H.B.M. Consulate-General.
Canton, 27th April, 1914. [618

HONGKONG ELECTRIC CO., LTD.

REDUCTION IN PRICE.

FROM 1ST MAY, 1914, the Price of Current will be Reduced to the following:—

Electric Light and Fans... ...$0.24 per unit.
Power, Lifts, Heating and Cooking ... ...$0.07½ „
Power to Restricted Hour Consumers ... ...$0.05 „

Discounts will remain as before.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd April, 1914. [605

NOTICE.

NEITHER the Captain, Owners or Agents will be Responsible for any Debts Contracted by the Officers and/or Crew of the American Barque "JAMES TUFT" during her stay in this port.

Hongkong, 9th April, 1914. [531

THE CHINA IMPORT AND EXPORT LUMBER CO., LIMITED.

ARNHOLD, KARBERG & Co.,
General Agents.

WE HAVE This Day Opened a LUMBER YARD and OFFICES at North Point next to the Kwong Sang Hong Glass Factory.

The sailing Vessel "JAMES TUFT" has arrived with a well assorted Cargo of about 1½ Million sup. ft. of

OREGON PINE,

Planks, Timber, Floorings and Spars.

Prices will be quoted on application. All Correspondence please address to—

THE CHINA IMPORT AND EXPORT LUMBER Co., LTD.

Letter Box No. 420. Telephone No. 1710.

Hongkong, 14th April, 1914. [550

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.

Telephone No. 400.

Hongkong 2nd December, 1913. [1388

香港中外新聞

CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China Indo-China etc.

Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vœux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.

Documents translated from or into Classical or Colloquial Chinese.

INTIMATIONS

LANE, CRAWFORD & Co.

JUST UNPACKED:

FOLDING FURNITURE.

CAMP BEDS

EACH $8.00 EACH.

WITH MOSQUITO CURTAIN AND FRAME

COMPLETE $14.00 COMPLETE.

FOLDING CAMP TABLES

EACH $8.50 EACH.

FOLDING PORCH CHAIRS

WITH ARMS, DUCK SEATS AND BACKS.

EACH $7.50 EACH.

HAMMOCKS WITH VALANCE AND PILLOW

EACH $9.50 EACH.

FOLDING DECK CHAIRS

IN STRIPED CANVAS.

EACH $3.50 EACH.

LANE, CRAWFORD & CO.

[38

THE NAME

REMINGTON

STANDS FOR

The Longest History.
The Widest Experience.
The Greatest Manufacturing Resources.
The Most Complete and Comprehensive Product.
The Largest Selling Organization of any concern in the Typewriter Business.

From every angle and from every point of view the REMINGTON qualifies as the "Recognized Leader Among Typewriters"—FIRST and ALWAYS.

Official Typewriter of the Panama-Pacific International Exposition.

REMINGTON TYPEWRITER COMPANY
(Incorporated).

SIEMSSEN & CO., SOLE AGENTS for Hongkong, Canton, South China and Formosa [54

TO LET

TO LET.
From 1st May, 1914.

NO. 104A, THE PEAK, FURNISHED.

Apply to—

S. J. DAVID & Co.,
Prince's Buildings.

Hongkong, 7th February, 1914. [264

TO LET.

OFFICES, ROOMS, and GODOWNS on Ground and Second Floors, No. 14, Des Vœux Road Central, the Premises now occupied by the South China Morning Post, Limited.

Can be divided up to suit Tenants' requirements

Possession, 1st May, 1914.

"WILD DELL" FLATS, Wanchai Road, No. 4, Mosque Junction.

"THE NEUK," Five-Roomed Bungalow, No. 84, Garden and Tennis.

"HOMESTEAD," No. 45, PEAK. Immediate possession.

Apply to— SANG KEE,
Care of COMPRADORE DEPARTMENT
HONGKONG AND SHANGHAI BANKING CORPORATION.

Hongkong, 28th March, 1914. [477

TO LET.

SHOP, No. 12, Queen's Road Central.

2, FAIRVIEW, Nathan Road, Kowloon.

Apply to— STEPHENS & WILLSON

Hongkong, 11th December, 1913. [57

TO LET.

OFFICES in Hotel Mansions, from 1st May next.

Apply to— HENRY HUMPHREYS,
Alexandra Buildings.

Hongkong, 10th April, 1914. [542

TO LET.

OFFICES in King's Building.

Apply— THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD

Hongkong, 1st April, 1914. [56

TO LET

TO LET.

NO. 68, PEAK, MOUNT KELLETT (Church Mission Society Bungalow), till 30th May, 1914. Partly Furnished. Cheap rent.

To Let till 31st October, 1914, No. 64, THE PEAK, SEVEN ROOMS and Drying Room, Furnished, including Electric Fans and Telephone.

No. 12, BEACONSFIELD ARCADE, Shop.
No. 5, MOUNTAIN VIEW. Newly painted and colourwashed. From 1st April, 1914.
No. 7, MOUNTAIN VIEW.
No. 7, STEWART TERRACE, PEAK.
No. 19, SHELLEY STREET.
No. 6, CAMERON VILLAS, No. 59, PEAK.

To Let, Furnished, for one year, from 1st May, 1914.

"ROGATE," Austin Road, Kowloon; Unfurnished.

FOR SALE.

"GLENSHIEL," 124, Barker Road. 5 ROOMS, close to Tram Station.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.

Hongkong, 16th April, 1914. [55

TO LET.

FOUR-ROOMED HOUSES in Granville Avenue and Salisbury Avenue, Kowloon. Cheap rentals.

SHOP with GODOWN attached, Nathan Road, Kowloon. Kowloon Marine Lot No. 48, with Wharf.

WINDSOR LODGE, Kimberley Road Kowloon, 6 ROOMS and Tennis Court.

No. 3, MINDEN VILLAS, from 1st April.

FLATS in Nathan Road and Humphreys Buildings, from 1st May.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.

Hongkong, 4th March, 1914. [287

TO LET.

HOUSE, in OBSERVATORY VILLAS, Kowloon.

Apply to— ARRATOON V. APCAR & Co.,
14, Des Vœux Road.

Hongkong, 17th March, 1914. [424

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, St. George's Buildings, on THURSDAY, the 14th May, 1914, at 11.30 A.M., for the purpose of presenting the Report of the Directors, together with a Statement of Accounts to 28th February, 1914, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 30th April to the 14th May, 1914, both days inclusive.

By Order of the Board of Directors.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 23rd April, 1914. [611

SIEN TING.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.

Hongkong, 20th March, 1914. [442

DAIRY FARM NEWS.

RECEIVED
NEW SHIPMENT OF
FRESH SIBERIAN SALMON
SMOKED
FILLETS,
HADDOCKS,
KIPPERS.

[24

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG. at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 16th April, 1914. [559

GRACA & CO.

PEDDER ST. (Hongkong Hotel Building).
Dealers in
POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.
JUST RECEIVED:
POSTAGE STAMP CATALOGUES FOR 1914.

Hongkong, 20th March, 1914. [503

SINGON & CO.
ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).

Telephone No. 515. [45

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.

Hongkong, 1st July, 1911. [16

THE BANK OF TAIWAN, LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed	Yen 10,000,000
Capital Paid-up	„ 7,499,250
Reserve Funds	„ 3,430,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Kiukiang	Shanghai
Batavia	Kobe	Singapore
Bombay	London	Swatow
Calcutta	Manila	Taichu
Canton	Moji	Tainan
Dairen	Nagasaki	Takow
Foochow	Newchwang	Tamsui
Hongkong	New York	Tokyo
Kagi	Osaka	Yokohama
Keelung	San Francisco	Etc.

HONGKONG OFFICE,
3, DES VŒUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 19th February, 1914. [1272

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay.	Kobe.
Calcutta.	Manila.
Canton.	Mexico.
Cebu.	Panama.
Colon.	Peking.
Empire.	San Francisco.
Hongkong.	Shanghai.
Hankow.	Yokohama.

CAPITAL AND SURPLUS Gold $7,200,000 equal £1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED, MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 21st October, 1913. [186

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 17,407,000 (£1,450,583)
Reserve Fund ..... Fl. 6,518,000 (£543,166)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vœux Road Central.

Hongkong, 3rd October, 1913 [21

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital	£1,500,000
Subscribed „	1,125,000
Paid-up „	562,500
Reserve Fund	465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, 14th July, 1913. [788

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital	$15,000,000
Reserve Funds:—	
Sterling £1,500,000 at 2/-	$15,000,000
Silver...	$17,650,000
	$32,650,000
Reserve Liability of Proprietors	$15,000,000

COURT OF DIRECTORS.

HON. MR. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman.

S. H. Dodwell, Esq.	F. Lieb, Esq.
G. T. M. Elkins, Esq.	J. A. Plummer, Esq.
C. S. Gubbay, Esq.	HON. MR. E. Shellim.
P. H. Holycak, Esq.	H. A. Siebs, Esq.
C. Landgraf, Esq.	

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balances.

ON FIXED DEPOSITS.

For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

N. J. STABB,
Chief Manager.

Hongkong, 23rd April, 1914. [16

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital...	£1,200,000
Reserve Fund	£1,800,000
Reserve Liability of Proprietors	£1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSIT received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWETT,
Acting Manager.

Hongkong, 31st March, 1914. [1494

HONGKONG CHAMBER OF COMMERCE.

(Continued from page 3.)

situated as we are, at any moment almost we may have serious outbreaks of bubonic plague, small-pox, cholera and possibly in the future yellow fever. Therefore, the station should be kept in such a state all the year as to be available, at very short notice, should it be required. This, however, has not been done, and, as you are aware, for some time past the place has been rented to the Military for a barrack for a portion of our Garrison. The result has been that again recently we have had another case where a coolie vessel arrived with cholera on board, and the suspects and sick alike were housed in junks, under the same unsatisfactory conditions as before. Nothing can justify such a state of affairs in so large a shipping port situated in the tropics, and liable at almost any time of the year to an outbreak of a serious epidemic. The small pecuniary gain to the Colony derived by renting the quarantine station is far out-weighed by the disadvantage of thus depriving ourselves of our station, and the present state of affairs should therefore be terminated at the earliest possible moment. In order to strengthen my point, perhaps it would be as well to go somewhat into detail. A vessel arrived here on the 22nd March with 413 Chinese returned emigrants on board, among whom cholera had broken out. As there was no suitable place on shore where these people could be housed, they were placed in 15 junks, and detained under observation 10 days. During this period there were 13 deaths. The objections to such a system are obvious. Suspected and possibly infected persons were crowded together without means for proper care, or even inspection. During the greater part of the day and night they were entirely without medical supervision, whereas had they been on shore a resident doctor could have been in charge. The men had, of course, no place for exercise, while being exposed to sun, rain, or any inclement weather which might occur. Should a serious storm have arisen, great difficulty would have been experienced in supplying them with food and drinking water, while possibly loss of life might have been caused through wreckage of one or other of the junks. The junks being anchored close to Stonecutters' Island, a favourite bathing place for the Garrison, and a portion of the civil population, it is conceivable that infection might thus be conveyed through poisoned excretion coming in contact with bathers before it had been cleansed by mixture with sea water. The possibility of infection being carried by the junks used is also a serious matter, as it cannot be maintained that junks can be properly fumigated as can an iron or steel vessel. As this is the second time we have had to complain of such a state of affairs, I think it desirable to go somewhat freely into the matter and trust reference will not have to be again made in this Chamber to the need of a permanent quarantine station. I do not wish it understood that I reflect in any way on the Medical Staff in the Colony. I believe they did all possible under the circumstances. It is the system, or rather want of system, against which I am animadverting.

THE NEW SUBMARINE CABLE.

There are a few other matters to which I must refer, which do not appear in our report. One is the completion of a direct occancable service from Aden *viâ* Colombo to Hongkong, thus doing away with the service across India. I am sure we all thoroughly appreciate this improvement in our telegraph service, for as most of us have only too good reason to know the *viâ* India service was by no means perfect, and this Chamber has, on more than one occasion in recent times, had to complain to the Indian Government of mutilations of messages which were clearly proved to have taken place while the telegrams were in transit over their land lines. (Applause.)

THE "TAI ON" PIRACY.

Amplifying his remarks in relation to piracy, the Chairman said that they had now had yet another serious case of piracy, that of the *Tai On*. It was said that the loss of life was very considerable. Yet over and above all this the most important point was the serious danger which they realised was menacing the whole of their shipping; certainly the whole of the river traffic leaving the port. In the past, the question had been dealt with very effectively by their Government, and by Parliament, and also the Chinese Government, and they had no reason to suppose that liability would be disclaimed in this particular case. However, he thought, in view of the constant occurrence of very serious piratical attacks, it was necessary to go even further. They must not overlook the possibility of serious risk, and the serious responsibility which rested on their Government and also the Chinese Government. It was a very serious responsibility, and one which he knew was fully realised by his Excellency the Governor. But more serious responsibility, he felt, rested with the Chinese Government. He had referred to the question on previous occasions, and it had been under consideration for a great many years. He thought that some arrangement should be arrived at between the two Governments whereby persons should be more thoroughly searched before embarkation. The Hongkong Government, he knew, would be prepared to consider the point and give it all possible assistance. The matter was becoming a serious one to shipping between Hongkong, Canton and Macao, and he was perfectly sure, if additional expenditure was necessary, no resident in Hongkong would demur when shipping was guarded in this way. With regard to the Chinese, they know very well that it was absolutely necessary to give them every possible consideration, and it seemed to him that something more might be done than had been done in the past. He thought he was right in saying that the question had been before them for many years, and it seemed that these piratical attacks were organised in different districts. These districts should, he submitted, be thoroughly searched, and when the persons responsible for the piracies had been hunted to their lair they should all be wiped out. To this end he expressed the opinion that an efficient detective service should be organised in Hongkong. That should meet with the cordial support of all the Chinese officials, and it really should not be a very difficult matter. The *Childar* case had been dealt with by the Hongkong Government and the Chinese Government very successfully, but what had been done in the *Childar* case ought, be thought, to be more generally done. It was a very serious question and needed no mealy-mouthed policy when dealing with the people concerned. If he had spoken strongly, he trusted those present would support him. (Applause.)

THE LATE MR. FRIESLAND.

The CHAIRMAN also referred to the demise of Mr. G. Friesland, who had, he said, been a very valuable member of that body. Nothing he could say would be more eloquent than what they saw at Happy Valley when the last sad rites were performed.

Mr. W. L. PATTENDEN seconded the adoption of the report and accounts, and eulogised the Chairman and Secretary for the able manner in which they had carried out their duties.

The report and accounts were then unanimously passed.

COMMITTEE.

Mr. J. W. BOLLES proposed, Mr. F. GRAHAM seconded, and it was unanimously carried, that the following should form the Committee for the ensuing year:—Hon. Mr. E. A. Hewett, C.M.G., Mr. J. W. C. Bonnar, Mr. S. H. Dodwell, Mr. G. T. M. Edkins, Mr. P. H. Holyoak, Hon. Mr. D. Landale, Mr. N. J. Stabb, Hon. Mr. E. Shellim, Mr. H. A. Siebs, and Mr. O. Widmann. The election of the new members mentioned in the report was also confirmed.

This was all the business.

GENERAL MEETING.

A general meeting of the members followed, at which the following alterations in the bye-laws of the Chamber were unanimously approved:—

In Substitution of VIII.—If the dispute be of such a nature as to, in the opinion of the General Committee, require the service of the Arbitration Committee, each member thereof shall be entitled to a fee—in addition to a fee for the Chamber. The amount of such fees to be regulated by the Arbitration Committee, according to the importance of the case and the time occupied therein, subject to an appeal to the General Committee, whose decision on the amount shall be final.

In Subistitution of X.—The Arbitration Committee should appoint its own Chairman, and confine its functions to cases where its intervention or advice is required, and on no occasion shall it proceed with any case unless all the parties subscribe a bond making the award a Rule of the Supreme Court. Printed forms of such bonds, legally prepared, shall be kept for the information of members and other members of the public who may have occasion to resort to the Chamber for arbitration. The parties to an arbitration or survey need not necessarily be members of the Chamber, but in cases where neither party is a member of the Chamber, the General Committee may decline to arbitrate or hold a survey.

THE REPORT.

The report stated that among the questions of interest dealt with during the past year were the following:—

Irregular Arrivals of Siberian Mails.—The irregular and over-lapping manner in which the Siberian Mails have been received since this service was instituted has been the cause of much inconvenience to the Commercial Community, and early in the year the Chamber was approached with a request to take the matter up with the Government, which was done. It is satisfactory to note that there has been a considerable improvement during the later half of the year.

Formation of the Far Eastern Section of the London Chamber of Commerce.—Advice came to hand of the constitution of the Far Eastern Section of the London Chamber of Commerce, with Mr. Henry Keswick, M.P., Chairman. This section will doubtless be of great assistance in dealing with matters of common interest between East and West.

New Clause Adopted by the Cotton Goods Manufacturers in England.—Messrs. Garrels, Borner & Co. inquired what was being done in the interest of importers with regard to this clause, and your Committee was able to inform them that it was understood the clause had been withdrawn.

Proposed New Quarantine Regulations at Singapore.—The Government courteously submitted for the consideration of the Chamber, Draft Quarantine Rules proposed to be instituted at Singapore. Your Committee in a lengthy criticism of the Draft made several suggestions for the improvement thereof and counselled caution in the exercise of the powers of the Quarantine Authorities, otherwise the trade of the Port might possibly be seriously affected.

New regulations providing certain changes in the method of entering goods through the Siamese Customs.—Information was received from the Government of a notice issued by the Director General promulgating new Customs Regulations with regard to the entering of goods through the Siamese Customs.

Exportation of Rice from Netherlands India.—The Acting Consul-General for Netherlands India advised the Chamber that the order of 22nd July, 1912, prohibiting the Exportation of Rice from Netherlands India had been withdrawn from the 21st February, 1913.

Royal Agricultural Show.—The Chamber gave assistance to the Municipality of Bristol in the way of distributing advertising matter in connection with the Royal Agricultural Society of England's exhibition held at Bristol during July.

Private Buoys and Moorings.—A letter was received from the General Managers, Philippines Steamship Co., covering correspondence with the Government with regard to the necessity for removal of buoys at present in the way of the ferries between Victoria and Kowloon. Your Committee were called upon to mediate and were successful in bringing about an amicable settlement of the question between the Companies concerned.

Colonial Exhibition at Samarang.—Publicity was given to the arrangements made by the executive of the Colonial Exhibition to be held at Samarang during 1914.

International Rubber Exhibition and Congress at Batavia.—The attention of the Chamber was drawn to the Programme for the International Rubber Exhibition and Congress at Batavia to be held during 1914.

International Congress re Construction of Towns and Organization of Municipal Life at Gand.—Through the courtesy of the Government a letter inviting the participation of the Colony in the Congress held at Gand in July last was submitted for the consideration of the Chamber. Your Committee considered that unless some responsible official while on home leave was able to attend, the expense of sending a special delegate was unwarranted.

King's Birthday Holiday.—The Chamber supported the request of the Exchange Banks that Monday, the 2nd June, be substituted for Tuesday, the 3rd June, for the observation of the King's Birthday. In deference to His Majesty's expressed wish that his birthday should be celebrated on the actual date of the anniversary, the matter was not pressed.

Restrictions Imposed on Hongkong as a Plague Infected Port by the Netherlands Indian Government.—The Consul-General for the Netherlands kindly forwarded for the information of the Chamber details of the articles temporarily prohibited from entry into Netherlands India by reason of this port being declared plague infected.

Metric System of Weights, Measurts and Currency.—Enquiry from the Far Eastern Section of the London Chamber of Commerce with reference to a paragraph concerning China's attitude in regard to the Metric System, appearing in the Report of the Decimal Association for 1912, was received, and passed on to Shanghai Chamber for reply. The proposals of the Decimal Association have the continued sympathy and support of your Committee.

Proposed Revision of Regulations to Govern the Terms of Sale of Cassia.—Correspondence between the Canton Chamber of Commerce and the Canton Cassia Guild was submitted to the Chamber for their views and passed on to The Association of Exporters and Dealers for review and reply, but whilst the Association's Sub-Committee were considering the matter, news reached the Colony that an amicable settlement between the buyer and the seller had been arrived at, and copies of the Amendment to the regulations were subsequently received and are on file.

Companies Amendment Ordinance, 1913.—The opinion of the Chamber was sought on a proposed addition to section 3 of section 113 of the Companies Ordinance, 1911, providing that an auditor shall not be a Shareholder of the Company of which he is auditor, and your Committee raised an objection to the suggestion; the Government, however, eventually, decided to delete the proposed addition.

Bristol International Exhibition.—The Government courteously referred a letter from the management of this Exhibition to your Committee, who suggested that the Chinese merchants might be approached on the matter by the Registrar General.

Unlicensed Launches Plying for Hire in the Harbour.—The Government, being of opinion that these launches occasionally interfere with the legitimate business of licensed vessels, asked the Chamber to state if it had any objection to their being required to procure licences, and your Committee pointed out that to compel such launches to carry licences would most likely interfere still more with trade, also that Clause 37 (1) of the Merchant Shipping Ordinance gave the Harbour Authorities their remedy.

Formation of the Bangkok International Chamber of Commerce.—Advice of the opening of the Bangkok International Chamber of Commerce was received, and your Committee, when wishing it every success, agreed to forward copies of all publications issued by this Chamber.

New Regulations Governing the Admittance of Eastern Aliens into the Western Residency of Borneo.—The Consul-General for the Netherlands kindly drew the attention of the Chamber to the Ordinance regulating admittance of Eastern Aliens into the Western Residency of Borneo.

International Arbitration.—Copies of resolutions on International Arbitration adopted by the Fifth International Congress of Chambers of Commerce, and also by the Council of the London Chamber of Commerce, were received and considered by your Committee, who are in entire sympathy with the principle involved.

Tin Trade between the Straits and Chinese Ports.—Your Committee was in a position to supply the Penang Chamber of Commerce in response to their inquiry with a report as to the disposition of Straits Tin after its entry into this port.

Wireless Station for Hongkong.—This question was again raised by the Chamber who approached the Government thereon and your Committee has to report that no satisfactory reason for the deplorable delay in equipping Hongkong.

Claims for Short-Landed Cargo from United Kingdom, Continent, and United States of America.—Delay in settlement of claims for short-landed cargo received the attention of your Committee at the request of a member of the Chamber, and after careful consideration it was decided that the question could not be taken up unless evidence could be produced that a general feeling of dissatisfaction existed among merchants.

Universal Exhibition 1914 at Nottingham.—After reference to the Association of Exporters and Dealers of Hongkong it was considered that the Exhibition could not be of any practical value to Exporters of Chinese Produce. Every assistance was however offered to the Management to advertise the Exhibition.

Proposed Scale of Weights of Anchors and Lengths of Cables to be Carried by Native Craft and Lighters in the Waters of the Colony.—A minute by the Harbour Master urging the necessity for native craft and lighters being equipped with cables, and anchors, of an approved type was submitted by the Government for the Chamber's consideration, and received the approval of your Committee. Subsequently the Government reconsidered the question and decided that sufficient ground did not exist for compelling junks, cargo boats and similar vessels to carry such anchors and cables.

Lighting of the Pratas and Paracels Reefs.—A letter was received from the Government covering a despatch from the Secretary of State for the Colonies pointing out the difficulties in the way of placing lights on the Pratas and Paracels Reefs, also a minute by the Coast Inspector, Chinese Maritime Customs, shewing that the establishment of lights would be more of a danger that a good guidance, and that in consequence it had been decided to let the matter drop.

Lloyd's Register of British and Foreign Shipping.—The thanks of the Chamber is due to the Society for its 1912-1913 Report.

Permanent Sino-Belgian Exhibition at Laeken.—Through the kindness of the Consul for Belgium notice of the inauguration of this Exhibition was received and transmitted to the Association of Exporters and Dealers of Hongkong.

New Customs Tariff for Brazil.—The new draft Customs Tariff for Brazil was submitted by the Government for your Committee's perusal.

Bank Holiday, 27th December.—Christmas and Boxing Day falling on Thursday and Friday, and both being gazetted as public Holidays, the Exchange Banks were of opinion that Saturday the 27th should also be declared a holiday, and at their request the Chamber successfully approached the Government.

Fortnightly Price Current and Market Report.—During the year the fortnightly circular was completely revised and among the improvements and additions will be noted Chinese Produce Export Current Prices for the supply of which your Committee are much indebted to members of the Committee of the Association of Exporters and Dealers of Hongkong. Thanks is also due to the Shipping Companies, running lines of steamers between Hongkong and Pacific Coast for so kindly supplying returns of cargo shipped to Canada and the U.S.A. *via* Pacific, by means of which statistics have been compiled for the year, and thus the statistics of cargo exported to Great Britain, the Continent of Europe, and the U.S.A. and Canada (Via Suez) and (Via Pacific) are complete. Freight rates to these parts of the world also form a valuable addition, while the Current Import Prices and Trade Report has been much improved.

Membership.—During the year under review the name of Mr. Fung Wa Chuen was removed from the list of individual members while Mr. J. R. Michael became registered in the list of firms as Messrs. J. R. Michael and Co. Messrs. Barretto and Co. upon going into Liquidation ceased to be Members and the name of Messrs. Garner, Quelch and Co. became Messrs. Donnelly and White. The following Members were elected and their election requires the usual confirmation at the Annual Meeting. Hugo C. A. Fromm; Messrs. Robertson, Wilson & Co.; Messrs. Haskell & Co. The Members now consists of 128 firms and 18 individual Members.

Committee.—During the year the Hon. Mr. C. H. Ross and Mr. F. H. Armstrong resigned on leaving the Colony and their places were taken by the Hon. Mr. D. Landale and Mr. P. H. Holyoak.

SHIPPING IN PORT.

STEAMERS.

ANHUI, British str., 1,355, J. D. Harris, 27th April—Shanghai 23rd April, General.—Butterfield & Swire.

BELGRAVIA, German str., 4,206, Meisner, 26th April—Tsingtau 21st April, General.—Hamburg-Amerika Linie.

CANADA MARU, Japanese str., 3,138, H. Yamamoto, 18th April—Tacoma and Shanghai 15th April, General.—Osaka Shosen Kaisha.

CHIYUEN, Chinese str., 1,177, W. Ross, 23rd April—Shanghai 19th April, General.—Chinese.

DUPLEIX, French cruiser, 10,014, Daveluy, 24th April—Saigon 20th April.

EMPRESS OF JAPAN, British str., 3,039, W. Dixon Hopcraft, 25th April—Vancouver, B.C., 3rd April, Mails and General—Canadian Pacific Railway Co.

FELICIANA, British str., 2,764, H. Coffin, 25th April—Hamburg 20th Feb., and Antwerp 5th March, General—Rickmers Line.

FERNLEY, British str., 2,954, Appleton, 27th April—Chingwantao 20th April, Coal.—Kailan Mining Co.

HONGKONG, French str., 739, A. Marquerite, 25th April—Hoihow 24th April, General—A. M. Marty.

HUICHOW, British str., 1,216, Shane, 27th April—Tientsin 20th April, General.—Butterfield & Swire.

JOHANNE, German str., 951, A. P. Ulderup, 26th April—Saigon 22nd April, Rice.—Jebsen & Co.

KAIFONG, British str., 987, H. Mathias, 26th April—Hoihow 25th April, General.—Butterfield & Swire.

KANOR, Norwegian str., Falck Muus, 24th April—Saigon 19th April, Rice.—Java-China-Japan Lijn.

KEONGWAI, German str., 1,515, R. Petersen, 25th April—Bangkok 17th April, Rice—Butterfield & Swire.

KIANGPING, Chinese str., 1,222, U. Udden, 27th April—Chinkiang 21st April, General.—Chinese.

KUTSANG, British str., 3,110, R. C. D. Bradley, 26th April—Moji 21st April, Coal and General.—Jardine, Matheson & Co.

KWANGLEE, Chinese str., 1,468, MacArthur, 26th April—Shanghai 24th April, General.—Chinese.

LANDRAT SCHEIFF, German str., 1,012, A. Struve, 27th April—Saigon 23rd April, Rice.—Siemssen & Co.

LOKSANG, British str., 979, Ritchie, 26th April—Shanghai 22nd April, General.—Jardine, Matheson & Co.

MACHEW, German str., 996, R. G. Zollner, 27th April—Kohsichang 19th April, Rice.—Butterfield & Swire.

No. 1 TAMON MARU, Japanese str., 1,842, J. Rasar, 24th April—Saigon 19th April, Rice—Order.

PATELLA, British str., 3561, J. Narbes, 24th April—Singapore 18th April, Bulk Oil.—Asiatic Petroleum Co.

PHRA NANG, British str., 1,022, C. S. G. Scott, 11th April—Saigon 7th April, Rice.—A. Bune & Co.

PONGTONG, German str., 1,631, W. Botefuhr, 24th April—Bangkok 15th April, Rice and Wood.—Melchers & Co.

SHINBU MARU, Japanese str., 3,292, K. Izumi, 23rd April—Java 11th April, Sugar.—Butterfield & Swire.

SIR RICHARD AWDRY, British str., 1,235, W. E. Heppell, 26th April—Hankow 19th April, General.—Kailan Mining Co.

SISIMAN, British str., 1,345, Hutchison, 27th April—Manila 23rd April, Ballast.—A. Bune & Co.

SOSHU MARU, Japanese str., 1,119, K. Hattori, 24th April—Swatow 23rd April, General.—Osaka Shosen Kaisha.

TAISHUN, Chinese str., 1,214, Paramore, 27th April—Chefoo 21st April, General.—Chinese.

TJILATJAP, Dutch str., 3,860, T. E. C. V. Schermbeck, 27th April—Kobe 22nd April, General.—Java-China-Japan-Lijn.

TAMBA MARU, Japanese str., 3,802, J. Teranaka, 26th April—Shanghai 23rd April, General.—Nippon Yusen Kaisha.

TAISHO MARU, Japanese str., 2,637, R. Shinokawa, 22nd April—Dairen 10th April, General.—Mitsui Bussan Kaisha.

TAIYUAN, British str., 2,300, P. W. Grierson, 17th April—Melbourne 12th March, General.—Butterfield & Swire.

TJITAROEM, Dutch str., 2,500, J. N. Bouman, 21st April—Batavia 13th April, General.—Java-China-Japan Lijn.

TOKAI MARU, Japanese str., 2,718, D. Komura, 25th April—Miike 19th April, Coal.—Mitsui Bussan Kaisha.

TUNGSHING, British str., 1,170, L. Hussey, 20th April—Pakhoi 19th April, Rice and General.—Jardine, Matheson & Co.

VORONEJ, Russian str., 3,278, Oranswsky, 24th April—Singapore 18th April, General.—Russian Volunteer Fleet.

YI LOONG, British str., 1,121, Wrightson, 25th April—Swatow 24th April, General.—Jardine, Matheson & Co.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

CHINA SERVICE.

CHINA'S NEW PARLIAMENT.

PEKING, April 28th.

The new Committee of Administration, called Tsan Cheng Hui, is to have about 200 members, who will be nominated in part by the President, the remainder to be recommended by officials for approval by the President. They will deliberate on administrative matters and project laws, leaving the decision with the President.

CHINA'S MINTS.

PEKING, April 28th.

Liang Chi Chao has proposed to the Ministry of Finance the establishment of a principal mint at Tientsin, with additional mints at Hankow, Nanking and Canton.

SEEKING OFFICE AS MAGISTRATES.

PEKING, April 28th.

The second examinations for admittance to the post of Magistrate begin to-day. There are 2,700 candidates.

EUROPEAN SERVICE.

DEUTSCH-ASIATIC BANK DIVIDEND.

BERLIN, April 27th.

The Deutsch-Asiatische Bank has declared a dividend of 7 per cent., which compares with 5 per cent. in the preceding year.

RUSSIAN MINISTER OF WAR TO VISIT VLADIVOSTOCK.

BERLIN, April 27th.

It is reported from St. Petersburg that the Minister of War, General Suchomlinow, goes to East Asia for one month, by order of the Czar, notably to Vladivostock.

The *Novoe Vremya* attributes political importance to the journey.

According to the *Matin* the General will study the fortifications of Vladivostock with a view of modernizing them.

NEW CARDINALS.

BERLIN, April 27th.

An appointment of Cardinals has taken place at Rome. Two of the new Cardinals are Germans—viz., the Archbishops of Cologne and Munich—two are Austrians, one Frenchman, one Spaniard, one Canadian, one Englishman and five Italians.

GERMAN BANKING AMALGAMATION.

BERLIN, April 27th.

The Disconto Society of Berlin has bought up the Schaafhausenscher Bankverein of Cologne, thereby acquiring 300 million marks in capital with 120 millions reserve funds.

AMERICAN WOMEN REFUGEES ON GERMAN CRUISER.

BERLIN, April 27th.

The Captain of the German cruiser *Dresden* at Tampico had all the American women, whose position at the hotels was precarious, removed on board in the cruiser's boats.

PRINCE OF WALES TO VISIT RUSSIA.

LONDON, April 27th.

The Sunday papers in London announce that H.R.H. the Prince of Wales will visit Moscow and the Crimea, leaving on May 25th.

ITALIAN NAVAL VISIT TO DURAZZO.

BERLIN, April 27th.

The first naval visit at Durazzo has been made by the Italian fleet under the command of H.R.H. the Duke of the Abruzzi.

RUSSIAN VOLUNTEER AIR FLEET.

BERLIN, April 27th.

The Russian meeting of airmen adopted a resolution concerning the creation of a volunteer "air guard" to stimulate flying.

TELEGRAMS.

["DER OSTASIATISCHER LLOYD" SERVICE.]

"THE ULSTER REBELS."

"ALL STATE AUTHORITY SUSPENDED."

LONDON, April 27th.

The Ulster Rebels committed an act of violence last Saturday. They imported by sea 30,000 rifles and ammunition, which were forthwith distributed over the country by means of automobiles. To this end a great mobilization of the Protestant Volunteers had been ordered and the Customs Officers, Harbour guards and the Police were surrounded by lines of the military, and cut off from communication with the authorities until the discharge of the war materials had been effected. In several instances the railway stations were occupied, all traffic interrupted and the telephone and telegraph service taken charge of, thereby suspending all State authority completely. It is held that the Government will be forced to take up the challenge and declare a state of war at Belfast. Large bodies of troops have received orders to move to Northern Ireland. The attitude of the officers remains to be seen.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM PORTLAND (OR.) AND PUGET SOUND PORTS.

THE H.A.L. Steamship

"BELGRAVIA."

Captain Meisner, having arrived, Consignees are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on TUESDAY, 28th inst., at NOON, will be landed at Consignee's risk and expense and delivery must then be taken from the Hongkong and Kowloon Wharf and Godown Co's. Godowns.

Cargo remaining undelivered on 5th May, at NOON, will, in addition to landing charges, be subject to storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged Cargo to be left on board or in the Godown; the examination of same to be held on TUESDAY, 5th May, at 10 A.M.

Claims must be accompanied by short delivery notes or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of H.A.L.

All Claims must be filed on or before the 15th May, otherwise they will not be recognised.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th April, 1914. [620

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship "SURUGA."

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th May will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 26th May, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th May, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents.

Hongkong, 27th April, 1914. [621

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 3rd May will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd May, at 9.30 A.M.

All Claims must reach us before the 10th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 27th April, 1914. [3

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1913.

REVISED BY THE MEMBERS.

PRICE ... ... $5.

DAILY PRESS OFFICE.

Hongkong, 24th February, 1914.

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN FREIGHT LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"NORDERNEY,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst., at 9.30 A.M.

All Claims must reach us before the 6th May, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 22nd April, 1914. [118

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE,"

Arrived Hongkong on 23rd April, 1914,
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Morea."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 5 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 23rd April, 1914. [1

VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. *Siberia* left Yokohama on the 25th April, for Hongkong via Manila. The United States mail has been transferred to the M.M. str. *Paul Lecat* scheduled to arrive at this port on the 4th May.

THE AUSTRALIAN MAILS.

The E. & A. str. *Empire* left Sydney for this port (via Queensland ports, Port Darwin and Manila) on the 7th April, and may be expected to arrive here on or about the 2nd May.

THE GERMAN MAIL.

The I.G.M. str. *Luetzow*, carrying the German mails, with dates from Berlin of the 1st April, left Singapore on the 25th April, at noon, and may be expected here on or about the 29th April, at 6 p.m.

MERCHANT STEAMERS.

The str. *Zafiro* left Manila on the 26th April, and is due here to-day daylight.

The str. *Glenlochy* left Singapore on Saturday, the 25th inst., and is due here on Thursday, 30th inst.

The A.L. str. *Nippon* left Singapore for this port on the 24th April, a.m., and will arrive here on the 30th April, a.m.

The H.A.L. str. *Fürst Bülow* left Singapore on the 25th April, a.m., and may be expected here on or about the 30th April, p.m.

The P. & O. str. *Novara* left Singapore for this port on the 25th April, at 2.30 p.m., and is due here on the 30th April, at about 4 p.m.

The A.L. str. *Bohemia* left Singapore for this port on the 25th April, p.m., and will arrive here on the 30th April, a.m.

The Apcar str. *Gregory Apcar*, from Calcutta, left Singapore on the 26th April, and may be expected here on or about the 1st May.

The N.D.L. freight str. *Helgoland* left Singapore on the 27th April, at 5 a.m., and may be expected here on or about the 3rd May, at 1 p.m.

The N.Y.K. str. *Hitachi Maru* (European Line) left London for this port via ports on the 28th March, and is expected here on the 6th May.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Fookseng, from Calcutta, is due in Hongkong 5th May.

Esang, from Shanghai, is due in Hongkong 1st May.

SHIRE LINE, LIMITED.

Denbighshire, passed the Canal 14th April, and is due in Hongkong 10th May.

Cardiganshire, from Seattle, is due in Hongkong 9th May.

INDRA LINE, LIMITED.

Indrasamha, from San Francisco, is due in Hongkong 4th May.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr E. S. Abraham
Mr L. Adler
Mr & Mrs S. W. Bacon
Miss Baker
Mr A. Baker
Mr A. S. J. Baronian
Mr E. R. Bate
Mr C. D. J. Ball
Mrs E. R. Bellios
Mr E. G. Bissecker
Mr F. D. Bisiker
Mrs. Z. Brown and child
Mr J. A. Browne
Mr A. A. Bungey
Mr A. J. Cambridge
Mr A. S. Carter
Mr S. W. Cartwright
Mr & Mrs Caton
Mr M. Chanmont
Miss Chambers
Mr W. E. Clayton
M & Mrs H. H. Coghlan
Dr A. L. E. F. Coleman
Mr J. W. Cranston
Mrs Crosby
Miss Crosby
Miss J. Crosby
Miss C. Crosby
Mr G. P. Curry
Mr T. Deane
Mr R. M. R. Dehn
Mr & Mrs G. E. Doty
Mr R. H. Douglas
Mr D. S. S. Douglas
Mr J. Duncan
Mr H. Fehr
Mr & Mrs H. C. Ehrenfels
Mr Frank Elmore
Mr L. Everett
Mr H. Fromm
Mr A. Gallotti
Mr H. Garrow
Mr A. W. V. Gibb
Mr J. Gibb
Mr S. J. Gillchrist
Mr V. Goulbourn
Mr & Mrs J. Gould
Mr R. Grimshaw
Mr P. O. de Grisogono
Capt T. P. Hall
Mr & Mrs W. A. Hannibal
Sir & Lady John Harrington and maid
Hon Mr E. A. Hewett C.M.G.
Mr W. B. Hind
Mr W. Hinkel
Mr E. Hope
Mrs S. E. Howarth
Miss E. Jacquimm
Mr M. T. Jones
Mrs von Kennet
Mr J. F. Kilbourn
Capt & Mrs Kookx
Mrs & Miss Lambert
Mrs Lambert
Mr G. T. Lloyd
Mr W. Logan
Dr & Mrs H. Macfarlane
Mr P. O. Macqueen
Mr J. Manch
Mr C. Farebrother Mason
Miss M. Matheson
Mrs R. T. Matheson
Dr O. Marriott
Mr & Mrs F. C. Martin
Dr G. W. Mackean
Mr E. R. Mackay
Mr F. A. Mackintosh
Mrs McAlister
Mr & Mrs John Meier
Mr B. K. Mehta
Mr J. Merecki
Mr D. M. Mickie
Mr G. S. Middleton
Mr N. S. Milkowski
Mr C. F. Moelich, Jr.
Dr & Mrs W. B. A. Moore
Mrs Geo. Mooser
Miss Mooser
Mr M. Morner
Miss G. O'Leary
Mr G. W. Olivercrome
Mr D. A. Pattullo
Mr F. A. Perry
Capt F. K. Puckle
Mr G. Hutton-Potts
Mr A. B. Purvis
Mr E. H. Ray
Mr E. M. Raymond
Mr B. Raworth
Miss F. Reay
Mr & Mrs W. Ricketts
Mr F. Schnonk
Mrs Seddon
Mr M. Selg
Mr W. Sohmolke
Miss M. A. Sharpe
Mr J. C. Sibley
Mr F. Smyth
Mr K. Sonder
Mr A. B. Sorensen
Mrs Stockdale
Mr H. E. Swaffield
Miss A. Square
Mr & Mrs P. Thomas
Mrs Thomas
Capt J. Vanghan
Capt H. A. Walker
Mr J. E. Watkins
Mr W. C. F. Watson
Mr F. de Weigelsperg
Mr F. W. White
Mr D. White
Col. & Mrs Wilde
Mr & Mrs F. Winkler
Mr G. G. Wood
Mrs Yarborough
Miss Yarborough

PEAK HOTEL.

Mr St. Amory
Lieut Archer, R.A.M.C.
Mr & Mrs W. Armstrong
Mr F. B. Baker
Mr & Mrs W. H. Belland children
Major & Mrs Bowen
Mrs Bowdler
Mr Brister
Mr W. D. Brown
Mr & Mrs Carmichael
Mr M. Cary
Mr Casulli
Mr Cousland
Major Davy
Major Dorgan
Mr Evans
Major Faichine
Mr Felbick
Mr A. F. Fielder
Mr Frederick
Mr F. W. Gibbons
Mr & Mrs A. Gibson
Mr B. A. Hale
Lt.-Col. Gordon Hall, R.A.M.C.
Mr Grissell
Mr Hanchecorne
Mr F. A. Haseland
Mr & Mrs W. G. Humphreys
Major & Mrs Humphreys
Mr Hill
Miss Hill
Rev & Mrs Cooper Hunter
Lt.-Col. H. W. Iles, R.G.A.
Miss Humphreys
Capt Lambkins, R.A.M.C.
Capt & Mrs Kiddle, R.N maid and Kooh
Mr & Mrs Kooh
Maj. & Mrs McMunn children & nurse
Mr & Mrs E. N. Mitchelmore and child
Capt Monteith, R.A.M.C.
Mr J. I. Plummer
Lt.-Col. Radcliffe, R.E.
Mr F. L. Relton
Eng.-Comdr. Roome
Lt & Mrs Sharp, R.N
Mr A. Sinclair
Mr C. Skott
Mr A. Findlay Smith
Lt.-Col. & Mrs Usher Smith
Mr & Mrs G. E. Stewart and children
Mr A. R. Stokes
Capt Timme
Mrs Waterfield and children
Mr T. Whitehead

GRAND HOTEL.

Mr & Mrs Allan
Mrs Ballence
Mr Bartleg
Mr J. Barker
Mr Barr
Miss Beeh
Mr B. Boberts
Mr C. Bond
Mr Theo. B. Browin
Mr F. M. Berry
Miss Cutling
Miss Denhan
Mr Freak
Mr Fundonf
Mr M. Gemby
Mr Becker Harry
Mr W. Heikel
Mr Hooper
Mr Karfensen
Dr Keyt
Mr F. W. Kirhlmann
Mr & Mrs Langham
Mr Bonsy Loms
Mr G. G. Logan
Mr S. Martin
Mr G. E. Mastend
Mr & Mrs Stahl
Mr Stall
Mr H. Weinenbonn
Admiral Wilken
Dr Wilson
Mr M. Whitmen

WEATHER REPORT.

On the 28th at 11.35 a.m.—The depression has moved rapidly eastward, to the south-east of Japan.

An anti-cyclone has formed over N. China.

A shallow depression lies over Indo-China.

Pressure is inclined to give way over the Philippines.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.57 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT.	FORECAST.
Hongkong & Neighbourhood	East winds, moderate, cloudy.
Formosa Channel ...	N.E. winds, freshening.
South coast of China between Hongkong and Lamocks.	The same as No. 1.
South coast of China between Hongkong and Hainan...	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

28TH APRIL, 1914, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Wind Direction.	Wind Force.	Weather.
Vladvostock ...	7 a.	30.04	40	—	—	0	b
Nemuro	6 a.	29.93	—	—	SE	3	—
Hakodate	"	29.91	—	—	NW	2	—
Tokio	"	29.75	—	—	NNE	1	—
Kochi	"	29.74	—	—	—	0	—
Nagasaki	"	29.84	—	—	N	3	—
Kagoshima ...	"	29.76	—	—	NNW	2	—
Oshima	"	29.81	—	—	N	8	—
Naha	"	29.85	—	—	NNW	2	—
Ishi'jima	"	29.88	—	—	N.	3	—
Bonin Is.	"	29.97	—	—	SSW	1	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei ...	"	30.13	52	66	N	4	bc
Hankow	"	—	—	—	—	—	—
Ichang	"	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Changsha	"	—	—	—	—	—	—
Shanghai	"	30.05	46	—	NW	1	b
Gutzlaff	"	29.97	55	—	N	3	bv
Sharp Peak ...	7 a.	29.99	70	—	ENE	4	f
Amoy	6 a.	29.89	73	81	WSW	1	b
Swatow	"	—	—	—	—	—	—
Taihoku	5 a.	29.91	—	—	W	4	—
Taichu	"	29.89	—	—	—	0	—
Tainan	"	29.90	—	—	SE	2	—
Koshun	"	29.89	—	—	N	2	—
Pescadores ...	"	29.89	—	—	S	4	—
Canton	6 a.	29.91	70	95	SSE	2	o
Hongkong ...	"	29.89	74	83	ESE	2	o
Gap Rock	"	29.87	—	—	SE	3	o
Macao	"	29.87	73	—	NE	1	o
Wuchow	9 a.	—	—	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	29.80	77	—	SE	4	b
Tourane.....	"	29.81	81	—	SW	5	o
Cape St. James	"	29.89	79	—	NNW	2	o
Aparri	"	29.91	79	—	SW	1	b
Manila	"	29.92	75	—	NE	1	c
Legaspi	"	29.92	81	—	NE	1	b
Iloilo	9 a.	29.95	84	—	NE	1	c
Bacolod	"	—			NW	2	b
Cebu	"	29.91	84	—	N	2	—
Labuan	"	—	—	—	—	—	—

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet)

7 RAIN in inches, t tenths and hundredths

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 28th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.86	29.89	29.90
Temperature ...	85	74	78
Humidity.....	72	83	78
Wind Direction ...	SW	ESE	East
" Force	4	2	3
Weather	cq	o	o
Rain	—	0.57	—

Highest open air Temperature on 27th... 87

Lowest open air Temperature on 27th .. 71

HONGKONG TIDE TABLE.

From 29th to April 5th May, 1914.

Days of Week	Days of Month	High Water H'kong. Mean Time	High Water Height	Low Water H'kong. Mean Time	Low Water Height
		h. m.	ft. n.	h. m.	ft. in.
Wed.	29	m 0 1	4 1	m 4 4	3 4
		m 10 22	7 1	6 26 a	1 3
Thurs.	30	m 1 10	3 7	m. 4 0	3 5
	May	m 10 59	7 1	7 27 a	1 4
Fri.	1	No infer.	high-nor	low-water	
		m 11 48	6 9	8 48 a	1 5
Satur.	2	No infer.	high-nor	low-water	
		0 54 a	6 6	10 0 a	1 5
Sun.	3	No infer.	high-nor	low-water	
		2 21 a	6 3	10 58 a	1 4
Mon.	4	m 6 20	4 2	m 7 32	4 2
		3 54 a	6 2	11 45 a	1 4
Tues.	5	m 6 28	4 5	m 11 15	3 7
		5 21 a	6 1		

VESSELS ON THE BERTH

THE "INDRA" LINE, LIMITED.

FOR NEW YORK VIA SUEZ CANAL
(With Liberty to Call at Malabar Coast).

THE Steamship

"INDRASAMHA,"

Captain Jones, will be despatched for New York via Suez on or about MONDAY, 5th May
For Freight, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.
Telephone No. 215, Sub. Ex. 9.
Hongkong, 4th April, 1914. [515

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSAYE,"

Captain G. J. Coldwell, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 9th May, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MOOLTAN," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. MACEDONIA, due in London on the 19th June, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 27th April, 1914. [1

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK,
S.S. "CHALISTER" On or about 15th May
For Freight and further information, apply to—
DODWELL & CO., LTD.,
Agents.
Hongkong, 15th April, 1914 [557

GLEN LINE (McGREGOR, GOW & CO.), LTD.

FOR LONDON, HULL AND ANTWERP.

THE Steamship

"GLENEARN" (Capt. W. L. HARTNELL) will be despatched for the above Ports on or about the Middle of May.

Saloon Passage, HONGKONG to LONDON £40.

For freight or passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 23rd April, 1914. [602

LATEST STEAMER MOVEMENTS.

The str. *Borneo* left Singapore on the 26th April, p.m., and may be expected here on or about the 3rd May, a.m.

The C.P.R. str. *Empress of Russia* left Yokohama on the 28th April, at noon, and is due to arrive at Kobe on the 29th April, at 9 a.m.

The str. *Japan* left Calcutta on the 25th April, and may be expected here on or about the 11th May.

The Mogul Line str. *Montrose*, from United Kingdom, left Singapore on the 27th April, and is therefore due here on or about the 3rd May.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &C.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 1st May, at 5 P.M.
LONDON VIA USUAL PORTS OF CALL	ASSAYE	Brit. str.	—	G. J. Coldwell	P. & O. S. N. Co.	On 9th May, at Noon.
LONDON, ROTTERDAM & ANTWERP	CARDIGANSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LTD	On 19th May.
LONDON, HULL & ANTWERP	GLENEARN	Brit. str.	—	W. L. Hartnell	SHEWAN, TOMES & Co.	Middle of May.
MARSEILLES, HAVRE, HAMBURG & ANTWERP, &c.	BELGRAVIA	Ger. str.	k. w.	Meissner	HAMBURG-AMERIKA LINIE	On 1st May.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	PAUL LECAT	Fren. str.	—	Doriss	MESSAGERIES MARITIMES	On 5th May, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c	MISHIMA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 6th May, at 10 A.M.
MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP &C.	BELGAVIA	Ger. str.	k. w.	Boldt	HAMBURG-AMERIKA LINIE	On 24th May.
MARSEILLES, ROTTERDAM, HAMBURG & BREMEN	HELGOLAND	Ger. str.	—		MELCHERS & Co.	About Middle of June.
HAVRE, ROTTERDAM, BREMEN & H'BURG, &c.	BAYERN	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 6th May.
HAVRE, HAMBURG & ANTWERP, &c.	ARABIA	Ger. str.	k. w.	Bath	HAMBURG-AMERIKA LINIE	On 14th May.
HAVRE, EMDEN & HAMBURG, &c.	OCEANIC	Ger. str.	k. w.	Rassin	HAMBURG-AMERIKA LINIE	On 15th May.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	CANADA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSEN KAISHA	To-day, at Noon.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND	GLENLOCHY	Brit. str.	—	E. J. Stallard	JARDINE, MATHESON & Co., LTD.	On 1st May.
VICTORIA, B.C., SEATTLE & VIA SHANGHAI, &c	TAMBA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 5th May, at 4 P.M.
VICTORIA, VANCOUVER, SEATTLE & PORTLAND	SAMBIA	Ger. str.	k. w.	Cornelison	HAMBURG-AMERIKA LINIE	On 15th May.
VICTORIA, B.C., & TACOMA VIA JAPAN, &c.	TACOMA MARU	Jap. str.	—	T. Hamada	OSAKA SHOSEN KAISHA	On 14th May, at Noon.
TRIESTE, FIUME, VENICE VIA SINGAPORE, &c.	PERSIA	Aus. str.	—		SANDER, WIELER & Co.	About 4th May.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &C.	BOHEMIA	Aus. str.	—		SANDER, WIELER & Co	On 15th May, at 4 P.M.
NEW YORK VIA PORTS & SUEZ CANAL	INDRASAMHA	Brit. str.	—	J. P. Jones	JARDINE, MATHESON & Co., LTD	About 5th May.
BOSTON & NEW YORK	CHALISTER	Brit. str.	—		DODWELL & Co., LTD.	About 15th May.
BOSTON & NEW YORK	KIOTO	Brit. str.	—	Smith	THE BANK LINE, LIMITED	On 25th May.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF JAPAN	Brit. str.	2 m.	W. Dixon Hopcaft	CANADIAN PACIFIC R. CO.	To-morrow, at Noon.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	A. J. Hail	CANADIAN PACIFIC R. CO.	On 1st July, at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	KOREA	Am. str.	—	A. W. Nelson	PACIFIC MAIL S.S. Co.	On 9th May, at 1 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	On 19th May.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHINA	Am. str.	—	H. Thompson	PACIFIC MAIL S.S. Co.	On 27th May, at Noon
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	To-morrow.
AUSTRALIAN PORTS VIA MANILA	ALDENHAM	Brit. str.	—	G. L. Smith	GIBB, LIVINGSTON & Co.	On 1st May, at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 6th May, at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINZ WALDEMAR	Ger. str.	—	O. Jurani	MELCHERS & Co.	On 16th May, at 9 A.M.
JAPAN	TJIKINI	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA & KOBE via SHANGHAI	NIPPON	Aus. str.	—		SANDER, WIELER & Co.	About 2nd May.
YOKOHAMA, KOBE & MOJI	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., LTD.	On 7th May, at D'light.
KOBE & YOKOHAMA	HITACHI MARU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	On 7th May, at 11 A.M.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 11th May.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	K. Soyeda	NIPPON YUSEN KAISHA	On 5th May, at 5 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	HUICHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	ANHUI	Brit. str.	1 m.	J. R. Harris	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA	LUETZOW	Ger. str.	—	H. Textor	MELCHERS & Co.	About 30th inst
SHANGHAI	BOHEMIA	Aus. str.	—		SANDER, WIELER & Co.	On 1st May, at 5 A.M.
SHANGHAI, KOBE & YOKOHAMA	FURREST BURLOW	Ger. str.	k. w.	Jäger	HAMBURG-AMERIKA LINIE	On 1st May.
SHANGHAI	LOKSANG	Brit. str.	—	D. W. Ritchie	JARDINE, MATHESON & Co., LTD.	On 3rd May, at D'light.
SHANGHAI & TSINGTAU	KANCHOW	Brit. str.	1 m.	H. E. Laver	BUTTERFIELD & SWIRE	On 2nd May, at M'night.
SHANGHAI MOJI, KOBE & YOKOHAMA	NOVARA	Brit. str.	—	H.R.Hetherington R.N.R	P. & O. S. N. Co.	About 2nd May.
SHANGHAI, KOBE & YOKOHAMA	MAGELLAN	Fren. str.	—		MESSAGERIES MARITIMES	On 3rd May.
SHANGHAI & TSINGTAU	ESANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co., LTD	On 5th May, at D'light.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	On 5th May, at 4 P.M.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. Meathrel	BUTTERFIELD & SWIRE	On 7th May, at 4 P.M.
SHANGHAI	INDIA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co	About 7th May
SHANGHAI, KOBE & MOJI	GREGORY APCAR	Brit. str.	—	J. E. Darke	DAVID SASSOON & Co., LTD.	On 8th May.
SHANGHAI	TJIPANAS	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 5th May, at 2 P.M.
ANPING & TAKAO VIA SWATOW & AMOY	SOSHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
TAMSUI VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	—	S. Tokushige	OSAKA SHOSEN KAISHA	On 3rd May, at Noon.
SWATOW	HAIMUN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & CO.	To-day, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAIFANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & CO.	On 1st May, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & CO.	On 5th May, at 11 A.M.
MANILA	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., LTD.	On 2nd May, at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	ZAFIRO	Am. str.	—	F. S. McMurray	SHEWAN, TOMES & Co	On 2nd May, at 4 P.M.
MANILA, CEBU & ILOILO	CHINHUA	Brit. str.	1 m.	Finlayson	BUTTERFIELD & SWIRE	On 5th May, at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	JARDINE, MATHESON & Co., LTD.	On 9th May, at 2 P.M.
MANILA, MANGARIN, CEBU & ILOILO	RUBI	Am. str.	—	J. Miller	SHEWAN, TOMES & Co	On 12th May, at 4 P.M.
SATAVIA, CHERIBON, SAMARANG, &c.	TJITAROEM	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
BOMBAY via S'PORE, PORT S'HAM, PENANG & COLOMBO	INDO MARU	Jap. str.	—	K. Komiya	OSAKA SHOSEN KAISHA	On 8th May, A.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LTD.	On 1st May, at 2 P.M.
SINGAPORE, PENANG, RANGOON & CALCUTTA	KIBIN MARU	Jap. str.	—	Nakamura	NIPPON YUSEN KAISHA	On 2nd May.
SINGAPORE, PENANG & CALCUTTA	LOVAT	Brit. str.	—	R. Glegg	JARDINE, MATHESON & Co., LTD	On 6th May, at 2 P.M
SINGAPORE, PENANG, & CALCUTTA	TORILLA	Brit. str.	—	C. J. Swanson, R.N.R	DAVID SASSOON Co., LTD.	On 12th May.
JESSELTON, KUDAT & SANDAKAN	BORNEO	Ger. str.	—	J. Koehler	MELCHERS & Co.	On 11th May, at 9 A.M.
HOIHOW, PAKHOI & HAIPHONG	KAIFONG	Brit. str.	1 m.	H. Mathias	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
PAKHOI & HAIPHONG	SUNGKIANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	On 6th May, at 10 A.M.

SHIPPING

ARRIVALS.

ALDENHAM, British str., 2,410, G. L. Smith, 26th April—Kobe 22nd April, General.—Gibb, Livingston & Co.

CHEONGSHING, British str., 28th April—Canton.

CLARA JERSEN, German str., 1,103, Bendixen, 27th April—Swatow 26th April, General.—Chinese.

COLOMBO MARU, Japanese str., 2,189, Kawashima, 28th April—Singapore 22nd April, General.—Nippon Yusen Kaisha.

DEVAWONGSE, British str., 1,047, C. W. Shearer, 28th April—Saigon 24th April, General.—A. Bune & Co.

HAIMUN, Bitish str., 641, J. W. Evans, 28th April—Swatow 27th April, General.—Douglas Lapraik & Co.

HALDIS, Norwegian str., 1,065, J. Jorgensen, 27th April—Amoy 25th April, General.—Java-China-Japan Lijn.

KOREA, American str., 5,616, Zeeder, 28th April—Nagasaki 23rd April, General.—Pacific Mail S.S. Co.

SURUGA, British str., 2,727, G. H. Chamberlain, 27th April—New York 3rd March, General.—Dodwell & Co.

TAISHO MARU, Japanese str., 28th April—Canton.

YOCHOW, British str., 1,306, A. J. Speed, 27th April—Saigon 23rd April, Rice. Butterfield & Swire.

WOSANG, British str., 28th April—Canton.

YUENSANG, British str., 1,120, Rolfe, 28th April—Manila 25th April, General.—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
April 28th.

CHEONGSHING, British str., for Tientsin.
COLOMBO MARU, Japanese str., for Kobe.
DAITEN MARU, Japanese str., for Dairen.
KAIFONG, British str., for Haiphong.
KAMOR, Norwegian str., for Shanghai.
SAMSEN, German str., for Bangkok.
SIR RICHARD AWDRY, Br. str., for Canton.
TAISHUN, Chinese str., for Canton.
TAMON MARU, Japanese str., for Saigon.
WOSANG, British str., for Shanghai.

DEPARTURES.

April 28th.

AFGHAN PRINCE, Br. str., for New York.
BECHUANA, British str., for Singapore.
CHIYUEN, Chinese str., for Canton.
GLENFALLOCH, British str., for Singapore.
HANOI, French str., for Haiphong.
INABA MARU, Japanese str., for Bombay.
KANSU, British str., for Bangkok.
KIANGPING, Chinese str., for Canton.
KJELD, Norwegian str., for Bangkok.
LAISANG, British str., for Kobe.
LOKSANG, British str., for Canton.
PERSEUS, British str., for London.
PERSIA, British str., for San Francisco.
PRINZESS ALICE, Ger. str., for Hamburg.
PRINZ WADDEMAR, German str., for Kobe.
SHAOHSING, British str., for Shanghai.
TEAN, British str., for Iloilo.
YODO MARU, Japanese str., for Chinkiang.

SHIPPING REPORTS.

The Norwegian str. *Haldis* reports: Foggy weather.

The British str. *Devawongse* reports: Light southerly winds.

The British str. *Yuensang* reports: Fine and clear weather, sea smooth, variable winds.

PASSENGERS.

ARRIVED.

Per *Yuensang*, from Manila, Mr. F. Bennett, Mr. Kauffman, Mr. Embrey, Mr. Hanim, Mr. Santua and Mr. Smith.

Per *Aldenham*, from Kobe, etc., Miss Cargo, Mrs. Cleary, Mr. J. Levi, Capt. Pritchard, Capt. Jorgenson, Messrs. A. Bannister, W. Catterns, J. Hamilton, R. Lowes, Lyle, J. P. Quinlan, A. Rae, A. E. Reed, R. Roberts, E. Sara and P. H. Smith.

Per *Princess Alice*, for Hongkong, from Yokohama, etc., Mr. and Mrs. Luke, Mr. Sonder, Mr. R. Eiswaldt, Mr. and Mrs. Widmann and family, Mr. L. Everett, M. A. E. Fowler, Mr. Ed. Bowditsch, Mr. J. W. Green, Mr. D. Jessula, Mrs. Vickhiansen, Dr. Cervallo de Roza and Mr. W. B. Pereira.

PASSED THE CANAL.

March 20th—*Agamemnon, Sunda.*
March 24th—*Himalaya.*
March 31st — *Glenlochy, Lennox, Atreus, O. J. D. Ahlers.*
April 3rd—*Nore, Pyrrhus, Novara.*
April 7th—*Ajax, Kasama, Lutzow.*
April 14th — *Canton, Denbighshire, Hitachi Maru, Nile, Ping Suey, Sambia, Africa, Magellan.*
April 17th—*Australien, E. F. Ferdinand, Machoon, Spezia.*
April 21st—*Benlarig, Kiemun, Mcinam, Ningchow, Sithonia, Indradeo, Katori Maru.*
April 24th—*Benlomond, Borneo, Miyasaki Maru, Polynesien, P. E. Friedrich, Prinz Ludwig.*

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

REDUCTION IN SALOON FARES.

HONGKONG-CANTON LINE.

Commencing from April 1st the Saloon passage rates by the Companies' steamers will be reduced to:—

Single Fare by Night Steamer	$6.00
Return " " (available also for return by day steamer)	10.00
	4.00
Single Fare by Day Steamer	8.00
Return " "	

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON.	CANTON TO HONGKONG.
WEDNESDAY, 29TH APRIL, 1914.	
8 a.m. *HEUNGSHAN.*	8 a.m. *HONAM.*
10 p.m. *KINSHAN.*	5 p.m. *FATSHAN.*
THURSDAY, 30TH APRIL, 1914.	
8 a.m. *HONAM.*	8 a.m. *HEUNGSHAN.*
10 p.m. *FATSHAN.*	5 p.m. *KINSHAN.*

HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 3RD MAY, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. *SUI AN*, 1,651 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

CANTON-WUCHOW LINE.

S.S. *SAINAM*, 588 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Sunday, Tuesday and Friday, at about 6 p.m., and the other leaves Wuchow for Canton every Monday, Wednesday and Friday, at about 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For		Steamer	To Sail.
SHANGHAI,	KOBE	AND MAGELLAN	On 3rd May.
		POLYNESIEN	On 17th May.
YOKOHAMA		V. CIOTAT	On 31st May.

HOMEWARD

MARSEILLES VIA PORTS	PAUL LECAT	On 5th May, at 1 P.M.
	CORDILLERE	On 19th May, at 1 P.M.
	MAGELLAN	On 2nd June, at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and *vice-versa* delivered here.

For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 29th April. Connecting with "GUJARAT" FROM COLOMBO: 17th May.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th July.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.
FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	F.S. McMurray	Manila, Mangarin, Cebu and Iloilo	On 2nd May, 4 P.M.
RUBI	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo	On 12th May, 4 P.M.

Passengers Holding Round Trip Tickets may Return by any Steamer of the PACIFIC MAIL S.S. Co., TOYO KISEN KAISHA, NORDDEUTSCHER LLOYD AND EASTERN AND AUSTRALIAN STEAMSHIP Co., LTD.

Electric Light, Fans in every Cabins. Competent Stewardess Carried.

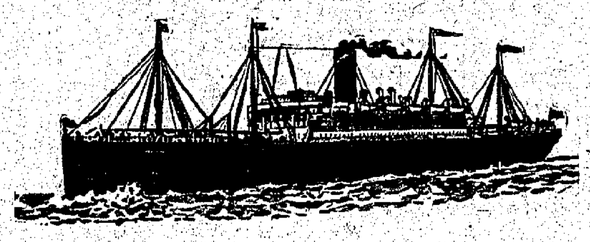
For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 24th April, 1914. PHILIPPINES S.S. Co. [7

PACIFIC MAIL

STEAMSHIP COMPANY.

THE AMERICAN LINE TO SAN FRANCISCO.



From HONGKONG Calling at SHANGHAI, or MANILA, NAGASAKI, KOBE (via Inland Sea), YOKOHAMA and HONOLULU (the Paradise of the Pacific). Through Service via NEW YORK to EUROPE.

SOME FEATURES OF SERVICE.

ELECTRIC FANS, SWIMMING TANK, ORCHESTRA, AMUSEMENTS, WIRELESS TELEGRAPHY, SUBMARINE SIGNAL SERVICE, AND BILGE KEELS. CUISINE UNDER THE PERSONAL SUPERVISION OF MR. V. MORONI, ONE OF THE WORLD'S MOST FAMOUS CATERERS.

Return Portion of Round Trip Tickets, available for Passage via C.P.R. from Vancouver if desired. Cabin Passengers have the privilege of travelling by Rail between Ports of Japan.

STEAMERS	Tons	Sailing	
KOREA	18,000	"	SATURDAY, 9th May, at 1 P.M.
SIBERIA	18,000	"	TUESDAY, 19th May, at 1 P.M.
CHINA	10,200	"	WED'DAY, 27th May, at Noon.
MANCHURIA	27,000	"	SATURDAY, 6th June, at 1 P.M.
NILE	11,000	"	TUESDAY, 16th June, at 10 A.M.
MONGOLIA	27,000	"	FRIDAY, 26th June, at 1 P.M.
PERSIA	9,000	"	SATURDAY, 11th July, at Noon.

S.S. "CHINA," S.S. "NILE" and S.S. "PERSIA" will proceed to Manila and thence direct to Nagasaki.

HONGKONG—MANILA SERVICE.

FROM HONGKONG. Leave Hongkong.		Arrive Manila.	FROM MANILA. Leave Manila.		Due Hongkong
27th May.	CHINA	29th May.	30th Apr.	KOREA	2nd May.
16th June.	NILE	18th June	5th May.	SIBERIA	7th May.
11th July.	PERSIA	13th July.	16th May.	CHINA	18th May.
11th Aug.	CHINA	13th Aug.	26th May.	MANCHURIA	28th May.

FOR FREIGHT OR PASSAGE, APPLY TO—

R. C. MORTON, AGENT.
KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.

Panama-Pacific International Exposition—San Francisco—1915. [25

OSAKA SHOSEN KAISHA.

REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

Steamer	Captain	Leaving
† "CANADA MARU"	H. Yamamoto	WED'DAY, 29th April, at Noon.
‡ "TACOMA MARU"	T. Hamada	THURSDAY, 14th May, at Noon.
† "PANAMA MARU"	J. Kanto	WED'DAY, 27th May, at Noon.
‡ "SEATTLE MARU"	T. Saito	THURSDAY, 11th June, at Noon.
† "MEXICO MARU"	N. Kobayashi	WED'DAY, 24th June, at Noon.
‡ "CHICAGO MARU"	I. Goto	

† Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.
‡ Calling at MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain		Leaving
"INDO MARU"	K. Komiya	FRIDAY,	8th May, A.M.
"SAIGON MARU"	T. Yamaguchi		
"ANNAN MARU"	T. Takemura		

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain		Leaving
"KAIJO MARU"	Y. Yamamoto	WED'DAY,	6th May, at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain		Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY,	3rd May, at Noon.
"DAIJIN MARU"	K. Murakami	SUNDAY,	10th May, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain		Leaving
"SOSHU MARU"	K. Hattori	THURSDAY,	30th April, at 10 A.M.

FOR CANTON.

Steamer	Captain	Leaving
"SOSHU MARU"	K. Hattori	

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Sos Yip Wharf (near the Harbour Office, Praya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,
MANAGER,
Second Floor No. 1 Queen's Building.

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BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 8th May.

S.S. "DUNEBA," 5,389 tons, Capt. E. G. M. Dickinson, will be despatched for KOBE and MOJI on 15th May.

WESTWARD

S.S. "TORILLA," 5,205 tons, Captain C. J. Swanson, R.N.R., will be despatched for SINGAPORE, PENANG and CALCUTTA on 12th May.

S.S. "DILWARA," 5,378 tons, Captain G. N. Ramage, R.N.R., will be despatched as above on 14th May.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS.

Hongkong, 27th April, 1914 49

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU, Capt. F. L. Sommer	20,000	WED'DAY, 6th May, at 10 A.M.
VICTORIA, B.C., and SEATTLE VIA SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	§TAMBA MARU, Capt. ———	12,500	TUESDAY, 5th May, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	MIKKO MARU, Capt. W. Takeda	9,600	WED'DAY, 6th May, at Noon.
	KUMANO MARU, Capt. K. Soyeda	9,300	WED'DAY, 3rd June, at Noon.
CALCUTTA VIA SINGAPORE PENANG and RANGOON	KIRIN MARU, Capt. Nakurmur,	5,000	SATURDAY, 2nd May
BOMBAY via SINGAPORE, and COLOMBO			
KOBE and YOKKAICHI			
KOBE and YOKOHAMA	HAKATA MARU, Capt. Nomura,	12,500	MONDAY, 11th May.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. K. Soyeda	9,300	TUESDAY, 5th May, at 5 P.M.
KOBE and YOKOHAMA	HITACHI MARU, Capt. Sato,	12,500	THURSDAY 7th May, at 11 A.M. Cargo only.

§ Fitted with New System of Wireless Telegraphy.

PASSENGER SEASON—1914.

FOR EUROPE.

STEAMER	TONS	SAILS	WEDNESDAY
MISHIMA MARU	16,000	"	" 6th May.

FOR AMERICA.

STEAMER	TONS	SAILS	TUESDAY
TAMBA MARU	12,500	"	" 5th May.

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241 [8—9—1

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to COLOMBO.	Leave SHANGHAI	Leave HONGKONG.	Connecting Steamers from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at PLYMOUTH (London 1 day later)
p.m. Thurs. Apr. 30	ASSAYE	6 p.m. Tues. May 5	Noon. Satur. May 9	MOOLTAN	Friday June 5	Thursday June 11
May 14	INDIA	May 19	May 23	MOREA	Saturday June 20	June 26
May 28	DEVANHA	June 2	June 6	MALOJA	July 4	July 11
June 11	DELTA	June 16	June 20	MARMORA	July 18	July 24
June 25	HIMALAYA	June 30	July 4	MOLDAVIA	Aug. 1	Aug. 7
July 9	ASSAYE	July 14	July 18	MEDINA	Aug. 15	Aug. 21
July 23	DEVANHA	July 28	Aug. 1	MONGOLIA	Aug. 29	Sept. 4
Aug. 6	CHINA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 18

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

LONDON						
1st Saloon	"A"	Accommodation	Single	£65.	Return	£97.
	"B"	"	"	£59.	"	£89.
2nd Saloon	"A"	"	"	£44.	"	£66.
	"B"	"	"	£40.	"	£60.
MARSEILLES						
1st Saloon	"A"	Accommodation	Single	£61.	Return	£91.
	"B"	"	"	£55.	"	£83.
2nd Saloon	"A"	"		£42.	"	£63.
	"B"	"		£38.	"	£57

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'SEILLES	Due at LONDON
	about	about	about	about	about	about
NUBIA	Apr. 14	Apr. 25	Apr. 29	May 15	June 2	June 12
NAMUR	Apr. 28	May 7	May 13	May 19	June 16	June 26
NOVARA	May 26	June 4	June 10	June 36	July 14	July 24
NELLORE	June 9	June 18	June 24	June 10	July 28	Aug. 7
*KHYBER	June 23	July 2	July 8	July 24	Aug. 11	Aug. 21
NAGOYA	July 7	July 16	July 22	July 18	Aug. 25	Sept. 6
SYRIA	July 21	July 30	Aug. 5	Au. 21	Sept. 9	Sept. 20
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 5	Sept. 23	Oct. 3

* New Steamer.

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NUBIA Capt. F. J. Fox	5 P.M., 1st May.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NOVARA Capt. H. R. Hetherington, R.N.R.	About 2nd May.	Freight and Passage.
SHANGHAI	INDIA Capt. C. C. Talbot, R.N.R.	About 7th May.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ASSAYE Capt. G. J. Coldwell	Noon, 9th May.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT, Superintendent.

Hongkong, 29th April, 1914. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW, PAKHOI and HAIPHONG	"KAIFONG"	On 29th Apr., 10 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 30th Apr., Noon.
SHANGHAI	"ANHUI"	On 30th Apr., 4 P.M.
SHANGHAI and TSINGTAU	"KANCHOW"	On 2nd May, M'night.
MANILA, CEBU and ILOILO	"CHINHUA"	On 5th May, 4 P.M.
SHANGHAI	"LIANGCHOW"	On 5th May, 4 P.M.
PAKHOI and HAIPHONG	"SUNGKIANG"	On 6th May, 10 A.M.
SHANGHAI	"LUCHOW"	On 7th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI AND TSINGTAU LINE.—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOHSING" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE $45.....RETURN $75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Hongkong, 28th April, 1914. TELEPHONE 36. AGENTS. [5

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
ALDENHAM		On 1st May, 10 A.M.
EMPIRE	2nd May.	On 29th May, 10 A.M.
ST. ALBANS	23rd May.	On 19th June, 10 A.M.
EASTERN	13th June.	On 10th July, 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS

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HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH
DEUTSCHE DAMPFSCHIFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, EMDEN, BREMEN, HAMBURG and NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. FURST BULOW 1st May.
S.S. SEGOVIA ... ... 21st May.
S.S. FRISIA ... ... 29th May.
S.S. SILESIA ... ... 18th June.
S.S. SPEZIA ... ... 29th June.
S.S. SIENEGAMBIA 17th July.
S.S. SCANDIA ... ... 27th July.

HOMEWARD.

FOR MARSEILLES, HAVRE, HAMBURG & ANTWERP:
S.S BELGRAVIA ... 1st May.
FOR HAVRE, ROTTERDAM, BREMEN & HAMBURG:
S.S. BAYERN ... ... 6th May,
FOR HAVRE, HAMBURG & ANTWERP:
S.S. ARABIA ... ... 14th May,
FOR VICTORIA, VANCOUVER, SEATTLE & PORTLAND (OR.):
S.S SAMBIA ... ... 15th May,
FOR HAVRE, EDEM & HAMBURG:
S.S. UCKERMARK 15th May.
FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP:
S.S. BRISGAVIA ... 24th May.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 29th April, 1914. [6

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 1st May, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 5th May, at 11 A.M.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN" ... ... Capt. J. Evans... ... WEDNESDAY, 29th April, at 11 A.M. SUNDAY, 3rd May, at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 28th April, 1914. [4

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice—

Steamer	Displacement Tons and Speed.	Leave Hongkong.
†SHINYO MARU	22,000—21 knots...from KOBE	11th May.
CHIYO MARU	22,000—21 knots...TUES.,	19th May.
TENYO MARU	22,000—21 knots...TUES.,	16th June.
* NIPPON MARU	11,000 — 18 knots ...TUESDAY,	23rd June.
* HONGKONG MARU ...	11,000 — 18 knots ...FRIDAY,	10th July.

† Passengers by this Steamer may travel per s.s. "HONGKONGMARU."

* via MANILA. Omitting Shanghai.

All Steamers will be despatched at NOON.

FIRST CLASS TO LONDON £71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... „ „ £96.10.
„ „ „ SAN FRANCISCO £45. ... „ „ £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO, THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU ...	18,500—15 knots	from NAGASAKI 2nd July.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT, King's Building.

TELEPHONE 291. [212

THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK—787' by 88' by 34' 6"
Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P. As supplied to the British Admiralty and War Office. MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION, MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager, MR. J. REID, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.

BUTTERFIELD & SWIRE.
HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212. Telegraphic Address:—"TAIKOO DOCK." [5

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

MONTHLY FAST SERVICE TO TRIESTE (VENICE).
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 15th May, at 4 P.M.
Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Stewardesses, Laundry, Wireless Telegraphy.
FARES: Hongkong-Trieste (Venice), £X 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "PERSIA," 12,500 tons, will leave as above about 4th May.
These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy.
RAILWAY FARES: Trieste-London.
BY SIMPLON EXPRESS:
Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £8.15, II £6.1.6.
BY ST. GOTHARD EXPRESS:
Via Venice, Milan, St. Gothard, Lucerne, Bale, Laon, Calais or Boulogne, Class I £8.15, II £6.1.9.
BY SEMMERING EXPRESS:
Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £9.11, II £6.9.9
BY TAUERN EXPRESS:
Via Munich, Cologne, Hook or Flushing, Class I £7.19.8, II £5.1.8.

TO SHANGHAI.
S.S. "BOHEMIA," 7,900 tons, will leave as above on 1st May, at 6 A.M.
FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE VIA SHANGHAI, YOKOHAMA.
S.S. "NIPPON," 13,950 tons, will leave as above about 2nd May.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America

SANDER, WIELER & Co., AGENTS.

Hongkong, 25th April 1914 Princes' Building. [43

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"LUETZOW," Capt. H. TEXTOR,	17,300	Thursday, 30th April.
MANILA, TANGAUE, YAP, MARONN, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. O. JURANY,	5,100	Saturday, 16th May at 9 A.M.
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. J. KOEPTER,	5,000	Monday, 11th May, at 9 A.M.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

RATES INCLUSIVE OF SUR-TAX.

[3

FREIGHT LINE.

NEXT SAILINGS FROM HONGKONG.

OUTWARD.

Steamship about

"HELGOLAND" ... ... 4th May.
"BORKUM" ... ... 21st May.
"ALTAIR" ... ... 25th May.
"DURENDART" ... ... 8th June.

HOMEWARD.

FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG:
S.S. "HELGOLAND"... ... about Middle of June.

FOR HAVRE, EMDEN AND HAMBURG/BREMEN
S.S "BORKUM" ... ... about End of June.

FOR MARSEILLES, ROTTERDAM AND BREMEN/HAMBURG:
S.S. "ALTAIR" ... ... Beginning of July.

FOR HAVRE, EMDEN AND HAMBURG/BREMEN
S.S. "DURENDART" ... Middle of July

For Further Particulars, Please apply to—

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS.

Hongkong, 20th April, 1914. [118

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"TAIYUAN"		30th April.
"CHANGSHA"	27th May.	1st June.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage, apply to

BUTTERFIELD & SWIRE,

Hongkong, 17th April, 1914. TELEPHONE No. 36. AGENTS. [576

JAVA-CHINA JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	—	—	JAVA	First half of May.
TJIKINI ...	JAVA	First half of May.	JAPAN	First half of May.
TJILIWONG	SHANGHAI	First half of May.	JAVA	First half of May.
TJIPANAS...	JAVA	Second half of May.	SHANGHAI	Second half of May.
TJIMAHI ..	JAVA	Second half of May.	JAPAN	Second half of May.
TJIBODAS...	JAVA	Second half of May.	JAVA	First half of June.
TJIMANOEK	JAVA	First half of June.	SHANGHAI	First half of June.
TJILATJAP..	JAVA	First half of June.	JAPAN	First half of June.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor. Telephone No. 1574.
Hongkong, 28th April, 1914. [18

THOS. COOK & SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET
MANILA:—MANILA HOTEL

TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED,
FOREIGN MONIES Exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C

Hongkong, 21st May, 1913. [949

POST OFFICE NOTICE.

The *Kanchow*, with the MAILS FROM LONDON (via Siberia) of Wednesday and Friday, the 8th and 10th inst., is due to arrive here to day.

The *Lutzow*, with the GERMAN MAIL, left Singapore on Saturday, the 25th inst., at noon, and is due to arrive here to-day, at 6 p.m.

The *Nubia*, with the MAIL FROM LONDON (via Siberia) of Saturday, the 11th inst., is due to arrive here on Friday, the 1st May.

The *Paul Lecat*, with the AMERICAN MAIL, ex *Siberia*, is scheduled to arrive here on Monday, the 4th May.

On and after 1st May the new Sai Ying Pun Branch Post Office, situated in the Sanitary Department Office, Pokfulum Road, will be opened for the transaction of business, *viz.*:—Sale of Stamps, Registration, &c.

The Office hours will be, week days 7 a.m. to 7 p.m.; Sundays and Holidays 8 to 9 a.m. and 6 to 7 p.m. The University Branch Post Office will cease to do business on 1st May.

Chinese Registered Correspondence will not be delivered on a signature only. The Chop of a firm of standing will in each case be required in addition. The Postmen have instructions not to part with any registered article until the above regulation has been complied with.

FOR	PER	DATE
Hoihow, Pakhoi and Haiphong ...	*Kaifong* ...	Wednesday, 29th, 9.00 A M
Swatow ...	*Haimun* ...	Wednesday, 29th, 10.00 A M
*Shanghai, *North China, *Japan via *Nagasaki, *Victoria, B.C., and *Tacoma ...	*Canada Maru* ...	Wednesday, 29th, 11.00 A M
Batavia, Semarang and Soerabaya ...	*Haldis* ...	Wednesday, 29th, 1.00 P M
Philippine Islands, Australia, Tasmania, and New Zealand via Port Darwin	*Taiyuan* ...	Thursday, 30th, 9.00 A M
Swatow, Amoy & Formosa via Takao & Anping	*Soshu Maru*	Thursday, 30th, 9.00 A M
SHANGHAI, NORTH CHINA, AND JAPAN VIA KOBE ... (EUROPE VIA SIBERIA) ... [To make connection with the Dainy steamer leaving Shanghai on Monday, the 4th May.]	*Lutzow* ...	Thursday, 30th, 9.00 A M
Hoihow ...	*Keongwai* ...	Thursday, 30th, 10.00 A M
Hoihow, Haiphong and Pakhoi...	*Hongkong* ...	Thursday, 30th, 10.00 A M
*Swatow, *Weihaiwei, *Chefoo and *Tientsin	*Hutchow* ...	Thursday, 30th, 10.00 A M
SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, UNITED STATES, SOUTH AMERICA and CANADA via VANCOUVER (EUROPE VIA SIBERIA) To make connection with the Dainy steamer leaving Shanghai on Monday, the 4th May.]	*Empress of Japan*	Thursday, 30th, Registration ... 10.00 A M; Registration Kowloon B.O. ... 9.00 A M; Letters ... 10.30 A M
*Shanghai and *North China ...	*Anhui* ...	Thursday, 30th, 3.00 P M
Shanghai and North China ...	*Bohemia* ...	Thursday, 30th, 5.00 P M
		—MAY:—
Philippine Is., Australia, Tasmania and New Zealand via Port Darwin ...	*Aldenham* ...	Friday, 1st, 9.00 A M
Swatow, Amoy and Foochow ...	*Haiyang* ...	Friday, 1st, 10.00 A M
Swatow ...	*Pongtong* ...	Friday, 1st, 11.00 A M
Straits and India via Calcutta ...	*Kutsang* ...	Friday, 1st, 1.00 P M
*Straits and *Ceylon ...	*Nubia* ...	Friday, 1st, 4.00 P M
Hoihow, and Bangkok ...	*Machew* ...	Saturday, 2nd, 8.00 A M
Shanghai North China, & Japan via Yokohama	*Nippon* ...	Saturday, 2nd, 11.00 A M
Philippine Islands...	*Yiensang* ...	Saturday, 2nd, 1.00 P M
Philippine Islands ...	*Zafiro* ...	Saturday, 2nd, 3.00 P M
*Shanghai and *North China ...	*Lokeang* ...	Saturday, 2nd, 5.00 P M
SHANGHAI and NORTH CHINA (EUROPE VIA SIBERIA) ... [To make connection with the Tsinpu train leaving Shanghai on Thursday, the 7th May.]	*Kanchow* ...	Saturday, 2nd, 5.00 P M
Swatow ...	*Haimun* ...	Sunday, 3rd, 9.00 A M
*Shanghai, and *North China ...	*Esang* ...	Monday, 4th 5.00 P M
Swatow, Amoy and Foochow ...	*Haicheng* ...	Tuesday, 5th 10.00 A M
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to NOON, Extra postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail).	*Paul Lecat*	Tuesday, 5th. Printed Matter and Samples ... 10.00 A M; Registration ... 10.15 A M; Registration with late fee of 10 cents up to 11.00 A M): Registration Kowloon B.O. ... 9.30 A M; Letters 11.00 A M
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle, Wash. ...	*Tamba Maru* ...	Tuesday, 5th, 3.00 P M
Philippine Islands ...	*Chinhua* ...	Tuesday, 5th, 3.00 P M
*Shanghai and *North China ...	*Liangchow* ...	Tuesday, 5th, 3.00 P M
*Japan via *Nagasaki ...	*Kumano Maru* ...	Tuesday, 5th, 4.00 P M
Pakhoi and Haiphong ...	*Sungkiang* ...	Thursday, 6th, 9.00 A M
*Straits and *Ceylon ...	*Mishima Maru*	Wednesday, 6th, 9.00 A M

* Specially superscribed correspondence only.

COMMERCIAL

CLOSING QUOTATIONS.

April 28th.

ON LONDON:—
Telegraphic Transfer ... 1/11⅞
Bank Bills, on demand ... 1/11-7/16
Bank Bills, at 30 days' sight ... 1/11½
Bank Bills, at 4 months' sight ... 1/11-13/16
Credits, at 4 months' sight ... 1/11-13/16
Documentary Bills 4 months' sight ... 1/11-13/16

ON PARIS:—
Bank Bills, on demand ... 246
Credits, at 4 months' sight ... 251

ON GERMANY:—
On demand ... 200

ON NEW YORK:—
Bank Bills, on demand ... 47⅞
Credits, at 60 days' sight ... 48⅜

ON BOMBAY:—
Telegraphic Transfer ... 145⅞
Bank, on demand ... 146

ON CALCUTTA:—
Telegraphic Transfer ... 145⅞
Bank, on demand ... 146

ON SHANGHAI:—
Bank, at sight ... 73⅞
Private, 30 days' sight ... 74⅛

ON YOKOHAMA:—On demand ... 95½

ON MANILA:—On demand—Pesos—96

ON SINGAPORE:—On demand ... 83⅞

ON BATAVIA:—On demand ... 117⅞

ON HAIPHONG:—On demand ... 3½% p.m.

ON SAIGON:—On demand ... 72 "

ON BANGKOK:—On demand ... 79½

SOVEREIGNS, Bank's Buying Rate ... $10.15

GOLD LEAF, 100 fine, per tael ... $53.60

BAR SILVER, per oz. ... 27-7/16

SUBSIDIARY COINS.

	per cent.
Hongkong...20 cents pieces...	$ 7.50 discount.
Hongkong ... 10 " ...	$ 8.50 "

MAILS VIA SIBERIA.

London Time	Due Shanghai
April 10th.	April 25th.
April 11th.	April 27th.

SHARE LIST.—QUOTATIONS.

HONGKONG, 28TH APRIL, 1914.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS.—					
Hongkong & S'hai. Bank Corporation	120,000	$125	all	$810, sellers; L'don £82.10/-	5½ p.c.
China Borneo Company, Limited ...	60 000	$12	all	$12	8½ p.c.
China Light and Power Company, Ld.	50,000	$5	all	$4.10, sellers	
	50,000	$1	all		
China Provident, Loan & Mortgage Co., Ld	200,000	$10	all	$8¾, sellers [buy.	7½ p.c.
COTTON MILLS.—					
Ewo Cotton Spin'g. & Weaving Co., Ld.	20,000	Tls. 50	all	Tls. 127, sal. &	
Hongkong Cotton Spinning Co., Ld. ...	125,000	$10	all	$3½, sellers	
Dairy Farm Company, Limited ...	40,000	$7½	all	$37, buyers	5 p.c.
DOCKS AND WHARVES.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$82	5 p.c.
H'kong. and Whampoa Dock Co., Ld. ...	50,000	$50	all	$68, buyers	3 p.c.
New Amoy Dock Co., Limited...	10,000	$62½	all	$8½	7½ p.c.
S'hai. Dock and Engineering Co., Ld.	55,700	Tls. 100	all	Tls. 59, buyers	
S'hai. and Hongkew Wharf Co., Ld. ...	36,000	Tls. 100	all	Tls. 94	
Green Island Cement Co., Limited...	400,000	$10	all	$6, sales	
Hongkong Electric Co., Limited ...	60,000	$10	all	$45½	4 p.c.
Hongkong Hotel Company Limited ...	20,000	$50	all	$123½	5 p.c
Manila Metropole Hotel, Limited ...	15,000	Ps. 10	all	P8¾, sellers	
Hongkong Ice Company, Limited ...	5,000	$25	all	$190, buyers	5½ p.c
Hongkong Rope Manufacturing Co., Ld.	60,000	$10	all	$22	9½ p.c.
H'kong. & South China Steam Fishers Co., Ld.	15,000	$5	all	$2	
Hongkong Steel Foundry Co., Ld.	15,000	$10	all	$10	
Hongkong Tramway Co., Ld. ...	325,000	5/-	all	8/4, buyers	
INSURANCES.—					
Canton Insurance Office Co., Limited	10,000	$250	$50	$330, buyers	5 p.c
China Fire Insurance Co., Limited ...	20,000	$100	$20	$145, buyers	6¾ p.c.
Hongkong Fire Insurance Co., Ld.	8,000	$250	$50	$368, buyers	7½ p.c.
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 145, buyers	
Union Insurance Society, Limited	12,400	$250	$100	$790, sellers	6½ p.c.
Yangtsze Insurance Association, Ld	12,000	$100	$60	$195, x. div. @ Ex 75	
LAND AND BUILDINGS.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$112, buyers	6½ p.c.
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$8, sellers	5½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$44	7 p.c.
Shanghai Land Investment Co., Ld.	78,000	Tls. 50	all	Tls. 91, buyers	
West Point Building Co., Limited	12,500	$50	all	$59, buyers	5¾ p.c.
Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat ...	250,000	Gds. 10	all	Tls. 43, buyers	
MINING.—					
Chinese Engineering and M. Co., Ld ...	1,000,000	£1	all	39/-	
Heawood Tin and Rubber Estate, Ld	822,000	2/-	all	2/6	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3	
Tronoh Mines, Limited ...	160,000	£1	all	34/-, sellers	
Peak Tramways Co., Limited	25,000	$10	all	$10.40	7½ p.c
	50,000	$10	$1	$0.93, sellers	
Philippine Co., Limited	75,000	$10	all	$5	
Pulpes et Papeteries du Tonkin Societe des	13,200	$50	all	$20, sellers	
REFINERIES.—					
China Sugar Refining Co., Limited	20,000	$100	all	$82, buyers	3 p.c
Luzon Sugar Refining Co., Limited	7,000	$100	all	$28	
STEAMSHIP COMPANIES.—					
China and Manila Steamship Co., Ld	30,000	$25	all	$8¼	
Douglas Steamship Co., Limited	20,000	$50	all	$3	5 p.c
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$28½	7½ p.c.
Indo-China Steam Navigation Co., Ld	60,000 pref. 60,000 def.	£5	all	$57½, L'don. sel. £7. 10s.	6 p.c. 3¾ p.c
Shell Transport & Trading Co., Ld	2,500,000	£1	all	102/-	
Star Ferry Company, Limited	40,000	$10	all	$48½	
South China Morning Post, Limited	6,000	$25	all	$20	
Steam Laundry Company, Limited	20,000	$5	all	$4½, buyers	
STORES AND DISPENSARIES.—					
Powell, Wm., Limited	15,000	$7	all	$8½	4 p.c.
Watson & Co., A. S., Limited	20,000	$10	all	$8	
Union Waterboat Co., Limited ...	50,000	$10	all	$20, sellers	5½ p.c.

Para Rubber in London ... 2/11½ per lb

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

TO-DAY

4 p.m.—The Association of Exporters and Dealers of Hongkong Annual General Meeting in the Old Chamber of Commerce Room, City Hall.

TO-MORROW

8 p.m.—Annual "Old Alleynian" Dinner in the Hongkong Hotel.

FORTHCOMING EVENTS.

Thursday, 14th May:—

11.30 a.m.—Hongkong Electric Co., Ltd., Meeting of Shareholders.

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